

The London and China 新聞紙 Telegraph.

JAPAN HERALD, AND JOURNAL OF THE EASTERN ARCHIPELAGO.

PUBLISHED ON ARRIVAL OF THE MAILS, about the 4th, 14th, and 28th, in connection with the "LONDON AND CHINA EXPRESS,"
A SUMMARY OF NEWS FOR THE OUTWARD MAILS OF 10th, 17th, and 28th.

VOL. IX.—No. 252.]

LONDON, SATURDAY, JULY 27, 1867.

[Price 9d., with Sup., 1s. 3d.—Sub. 30s per ann. postage included, Sup. 12s. extra.]

Latest Advices.

	From London.	Arrived out.	Homeward. Arrived in London this day.
JAPAN —Yokohama	Mar. 26	May 17	May 29 June 1
Nagasaki			May 18
Hakodadi			May 21
CHINA —Peking			May 24
Tien-tsin			May 17
Chefoo			June 2
New-chwang			June 3
Hankow			June 4
Kiu-kiang			June 7
Chin-kiang			June 4
Shanghai	Apr. 17	June 4	June 9
Ningpo			June 10
Woo-Chow			June 13
Taiwan			June 15
Amoy			June 16
Swatow			June 17
Hong Kong	Apr. 26	June 4	June 18
Canton			June 19
Macao			June 20
PHILIPPINES —			
Manila	Apr. 17	May 31	June 5
COCHIN-CHINA —			
Saigon			June 15
SIAM —Bangkok			June 16
BORNEO —Labuan			June 17
Sarawak			June 18
JAVA —			
Batavia			June 19
MALACCA STRAITS —			
Singapore	May 17	June 20	June 21
Penang	May 10	June 8	June 24

The next French mail, with Hong Kong dates to June 25, is due on the 6th August. Telegrams have been received, via Galle, to June 23 from Shanghai and 29th Hong Kong, reporting export of tea for season 24,000,000 lbs. and silk 6,000 bales. Exchange 6s. 5d. and 4s. 6d. for bank bills.

List of Passengers.

PASSENGERS INWARD.

By this mail, to Marseilles, per P. and O. steamer Nyanza, arrived July 25.—From Shanghai: Mrs. Earl. From Hong Kong: Mr. Stokes, Mrs. Mackarr, child, and servant, Mr. Morel. From Singapore: Mr. Schwabe, Mrs. Edgar and servant, and two second-class passengers. From Penang: Mr. Shaw, Miss Shaw, Mr. Wilson. From Galle: Captain and Mrs. Stewart, two children, and servant, Major Skinner.

To Southampton, per P. and O. steamer Columbian, expected to arrive August 2.—From Shanghai: Captain Webb, Mrs. Robinson, child, and servant. From Hong Kong: Mr. Ingram, Lieut. Richards, Lieut. Bond, Dr. Thorpe and servant. From Singapore: Mr. and Mrs. Rankin and five children, Captain Stewart, Captain Bryant. From Penang: Mr. and Mrs. Bryant and child. From Galle: Mrs. Lindsay, three children, and servant, Mrs. Dalrymple, Mr. Dunlop, and one second-class passenger.

PASSENGERS OUTWARD.

Per P. and O. steamer Bangalore, from Southampton, July 20.—To Singapore: Mr. Ray, R.N., Mr. Petty, R.N., Mr. Armstrong, R.E. To Ceylon: Mrs. Hudson, Mr. J. Tindal. To Calcutta: Mr. E. H. Becher, Mrs. Panten, Mrs. E. Lazarus, two Misses Lazarus, Miss E. Symonds, Masters E. and A. Lazarus and servant, Mrs. Partridge, child, and servant, Mr. and Mrs. C. B. Coussens, Mrs. A. K. Bennert and three children, Mrs. Mackenzie and three daughters, Mr. Sampin, Mr. P. Sampin, and six second class passengers. To Madras: Ensign Behan.

From Marseilles, July 28.—To Shanghai: Mr. H. Gribble and one second class passenger. To Calcutta: Major Paterson, Major Wilkinson, Mr. A. Ritz, Mr. W. Ainslie, Rev. W. H. and Mrs. Tbe, Lieut. L. M. Carmichael, Major and Mrs. Hume, Major J. J. Hume, Mr. Posner. To Madras: Mr. W. H. Franck. To Ceylon: Mr. G. Christian. From Galle.—To Shanghai: Mr. Bird.

Per P. and O. steamer Mooltan, from Southampton, August 4.—To Shanghai: Mrs. Algernon Wright and child. To Singapore: Capt. Formochy. To Hong Kong: Mr. Jones, R.N., Mr. Stratford, R.N., Mr. Grant, R.N., Mr. Platt, R.N., Mr. Oldknow, R.N., Mr. Blackburn, Mr. C. Jackman.

Per P. and O. steamer Columbian, from Southampton, August 20.—To Shanghai: Mrs. Lewes. To Ceylon: Rev. J. Pickford, Rev. Griffith.

Per P. and O. steamer, from Southampton, September 4.—To Shanghai: Mr. and Mrs. G. W. Paine and child.

From Suez to Hong Kong: the Bishop of Victoria and Mrs. Alford, Mr. E. Alford.

Per P. and O. steamer, from Southampton, September 20.—To Ceylon: Mr. and Mrs. Budd and two children, Miss Pischand. To Singapore: Mr. and Mrs. J. McLeachlan, Mr. Hervey, Mr. Austen.

From Marseilles, September 28.—To Hong Kong: Dr. C. M. Jones, Mr. E. H. Price, Mr. Leopold Kahn.

Summary of News from the Far East.

JAPAN.

YOKOHAMA.

Advices from this port now extend to the 29th May. The outward mail of March 26 was delivered on the 17th May, conveying also London telegrams to April 13. The following items are from the *Japan Herald* :—

H.M.S. *Basalisk* has arrived with H.E. Sir H. Parkes and suite. When our last summary left, the foreign Ministers had just been paying their official visit to the Shogoon at Osaka, and were dispersing—the French Minister having gone from Osaka to Nagasaki in H.I.M.S. *Guerriere*; the Dutch Minister arriving in Yokohama the day before the English mail steamer's departure; the American Minister making his arrangements to leave Osaka in a few days, which he has since done, the U.S.S. *Shenandoah* bringing H.E. and his suite back on the 22nd May; and the British Minister, as yet undecided whether he should return by sea or overland—the probability being then in favour of the latter. The projected overland trip, however, finally resolved itself into a jaunt across country from Osaka, on the shores of the Inland Sea, to Tsurunga, a port on the west coast, said to be that which is to be opened to foreigners on the 1st January, 1868. The result of the visits of the Ministers have yet to be worked out. More immediately they are, that Hiogo, Osaka, Yedo, and a port on the west coast of the island of Nippon, are all to be opened to foreign trade on next New-year's day.

Some little apprehension had been caused in consequence of a private telegram via Galle which stated that war was imminent between France and Prussia, and the P.M.S.S. *Colorado* is stated to have brought a later telegram to the effect that "war is declared." There were few, however, who believed in the genuineness of this news.

By the enterprise of Californian citizens we are in expectation of seeing gasworks established in Yokohama early in next year. The agent sent over here was desirous, in the first instance, that a portion of the stock might be taken in the settlement; but as few seemed to care to lock up money just now, he was content to receive their names as subscribers for the gas itself; and having secured promises for considerably over 2,000 burners, he is pretty certain that his principals will carry out the scheme.

A Japanese gentleman from the province of Etchizen, Sasaki Gouruk, left in the *Colorado*, accompanied by an interpreter, for the purpose of studying science in San Francisco, particularly as connected with mining and machinery.

Up to this season it has been the wont of foreigners to have their residences within the boundaries of the foreign settlement; those who desired a jaunt into the country making use of the tea-houses (native hotels) while absent. But this season, encouraged by the healthier state of feeling apparent in the Government, some foreigners have rented Japanese tenements at a distance from town, that they might enjoy change and quiet. Amongst these was Mr. Gibson, who secured a Japanese house at Nigishi, quite close on the sea shore, and situate at the corner of the road laid out by Government for the use of foreigners. On Saturday evening, the 26th May, Mr. Gibson was seated at dinner with Mrs. Gibson, their little boy, and a friend, when a report of a gun or pistol was heard,

and a bullet came in at the paper window, striking a cruet-stand directly in front of Mrs. Gibson. Mr. Gibson and his friend immediately rushed out, and believed they saw the culprit, a Japanese, making off, but he eluded them and got away. Information was immediately given to the authorities in town; but although a corporal's guard was sent down to make search in the neighbourhood, and give protection against further assault, not the slightest clue has been gained as to the culprit.

On the 16th May rumours were current that Stotsbashi was about to visit Yokohama on the following day, and many supposed it was to be the Shiogoon himself. It turned out however that it was the Prince who was reported as having succeeded to the Shiogoonate on the rumoured assassination of Stotsbashi. It appears that he now occupies the position of heir apparent as the present Shiogoon did to the former; and probably the name Stotsbashi (one bridge) may thus be one accorded to his rank. The constant change of names among the upper Japanese is very puzzling, and doubtless the Shiogoon who has hitherto been known to us as Stotsbashi has now another suited to his advanced rank. The Prince hitherto known to us as Owari-sama has, at all events, assumed the name of Stotsbashi, and it was he who visited the settlement. He is of course of the Gosankai families—the three from whom the Shiogouns are selected—or he could not hold the position he does. The Japanese in speaking of him called him the Shiogoon's brother, but the relationship is not so close by blood. He visited the stores of Messrs. Kirby and Co., McKechnie and Co., and some others; he also visited the Club, and expressed a wish to see some of the private residences, but we are not aware whether he actually did so. He seemed to take a great interest in all he saw, and in various ways showed his pleasure. He is short in stature, and has a very agreeable face, although the smallpox has left decided proofs of the severity with which it had attacked him. The only thing remarkable about his costume was the handle of his sword, which was one of the handsomest we have ever seen.

The newspaper in Japanese, edited by the Rev. Mr. Bailey, although appearing very irregularly, having only now arrived at its third number, appears to be taking well with Japanese readers. Of No. 1 no less than 1,500 copies have been already circulated, and a fifth edition is asked for and being printed. In like manner of No. 2, although 1,600 have been taken, a third edition is being struck off—the demand still continuing. Of the present number, the first edition will be 2,000 copies. A Yokohama and Yedo bookseller has sent copies to Osaka and Kioto, and is making arrangements to supply the provinces of some of the Daimios. No. 3 consists of 32 pages; and is full of interesting matter. One of the earliest paragraphs is a very important piece of information to Japanese merchants. It is a caution to all, that breaches of contract can now be exposed to all their countrymen. There is then the general news from various countries in Europe and the United States (the latter referring principally to the reception of the Japanese commissioners in San Francisco), the Sandwich Islands, and China. Then comes local news, in which allusion is made to the gas project—reference to grievances of which foreigners complain; the proceedings at Osaka, and the official notification as to new ports; the arrival of the steamer *Kai-yuo-mar* from Holland for the Japanese Government, changes in Consulates, Dr. Hepburn's Dictionary, ships in port, &c. There is also an account of the Pyramids of Egypt, prepared by the editor at the request of a Japanese who saw mention made of the pyramids in the account of the Overland route in the last number of the *Bankoku Shinbunshi*. These take up about one-half of the paper. The other half is taken up with various short articles—market intelligence, amusing scraps, and finally with advertisements. With such a variety, it is not wonderful that the demand for the paper is so fast increasing. It has the advantage possessed by the home papers, in being published in the language of the people, and therefore standing a fair chance of being eagerly sought by myriads as it gradually becomes known, and we do look upon it as one of the most certain means of giving correct information amongst the people, and thus affording strong hope of the more speedy dispersion of prejudice, and the foundation of a better feeling than has yet been displayed towards foreigners.

A work of infinite labour has just been completed by Dr. Hepburn, American medical missionary, who has been engaged

for years unceasingly upon it, with assistance of a learned Japanese. His dictionary with the Japanese words in Roman, in Japanese, and in Chinese characters will be most valuable to every student; and we have no hesitation in saying it is far in advance of anything of the kind that has yet been attempted. America may well be proud of the position she takes through the energy of her sons. The best Japanese grammar, by the Rev. Mr. Brown, the most—indeed the only—comprehensive dictionary by Dr. Hepburn, and all the other enterprises we have either to-day or on previous occasions alluded to, fairly entitle her to rank amongst the foremost of the substantial developers of civilisation in Japan.

The following we quote, from the *Japan Times Overland Mail* :—

We hear of a combination against him of some of the more important princes, who maintain their right to open their own ports, and, it is stated, intend to make separate overtures to foreigners on the subject unless admitted by the Shiogoon to a fair share of the trade. But of this and other important questions connected with the opening of the new ports we shall probably be better able to speak authoritatively next mail.

The *Colorado* has come and gone since we wrote last. She arrived from Hong Kong on the 23rd and left for San Francisco on the 25th, carrying a considerable cargo and fair number of passengers. Another of the younger scions of the Orleans family, Monsieur le Duc de Penthièvre, eldest son of the Prince de Joinville, was among them. He is in the Portuguese navy, and is on his way to Lisbon to join his ship, after a year's leave spent in visiting Australia, Java, China and Japan.

Mr. R. Eusden, formerly attached to the British Legation as Japanese Secretary, arrived from Shanghai by the *Singapore* on his way to Hakodate, where, we hear, he will assume the duties of Acting Consul.

In commercial circles the time has been a quiet one, disturbed only by the occurrence of a bankruptcy, that of Messrs. A. McKechnie and Co., fancy goods merchants, which, so far as appears at present, seems likely to be a disastrous one to all concerned. The silk and tea markets are both exceedingly slack, as might be expected at this time of the year. Of our chief staple there is very little on the market, most of the stock is of an inferior description, but for the very few bales of really good silk, of which there is a small quantity, holders are remarkably firm. Little is doing in the tea market, buyers waiting the arrival of samples of the new crop. It is reported that a lot of new teas, bought at top prices, went by the *Colorado*. Accounts from the country of grain, rice, silk and tea are all favourable, and the weather is all that could be wished.

The following is a copy of a notification recently issued by H.E., the British Minister conveying to the public the terms on which the three Japanese Ministers proposed to arrange for the reception of foreigners at these ports; and Sir Harry Parkes' letter acquiescing in the arrangements, and acknowledging the liberal and courteous manner in which they had carried through the negotiations.

"The undersigned, Her Britannic Majesty's Envoy Extraordinary and Minister Plenipotentiary in Japan hereby publishes, for the general information of Her Majesty's subjects, the subjoined correspondence between himself and the Japanese Government relative to the formation of foreign settlements at Hiogo and Osaka.

"HARRY S. PARKES.

"Her Britannic Majesty's Envoy Extraordinary and Minister Plenipotentiary in Japan."

Osaka, May 17, 1867.

Sir,—The enclosed are rules which we propose to make for the establishment of foreign settlements at the port of Hiogo and at Osaka, and we shall be obliged by your informing us whether they meet with your approval.—We have, &c.

(Signed)

ITAKURA IGA-NO-KAMI.
INABA MINO-NO-KAMI.
OGASAWARA IKI-NO-KAMI.

May 16, 1867.

ARRANGEMENTS FOR THE ESTABLISHMENT OF FOREIGN SETTLEMENTS AT THE PORT OF HIOGO AND AT OSAKA.

1.—The Japanese Government will form at Hiogo a settlement for foreigners of all nations having treaties with Japan on the ground situated between the town of Kobé and the Ikuta River. The Japanese Government will raise that portion of the ground coloured red on the annexed plan, and will give it such an incline towards the sea as is necessary for the thorough drainage of the site. They will also construct an embankment faced with stone on the sea front of the said site of not less than four hundred ken in length, and will provide such roads and drains as may hereafter be determined on.

2.—As soon as all the ground thus prepared in accordance with the preceding article for the use of the foreigners above named is occupied and more space is required, the settlement may be extended towards the hills at the back as far as may be found necessary, and Japanese owning ground

or buildings in the town of Kobe will then be at liberty to lease the same to foreigners if they wish to do so.

3.—The Japanese Government will set aside the site shown in the annexed plan and coloured red, within which foreigners may, in the terms of the treaties, hire houses and reside at Osaka. But no Japanese shall be compelled to rent any buildings to foreigners within the said site against his will, and as the Japanese Government are willing that foreigners of those nations having treaties with Japan should enjoy at Osaka the same facilities for leasing ground and building houses as are secured to them by treaty at the ports, the Japanese Government are prepared to lease to foreigners for building purposes that portion of land on the same plan which is coloured blue. The Japanese Government will raise the ground now under cultivation on the west face of the latter to the level of the other portion of the ground within it, and will embank it with stone. The necessary roads and drains will be provided, and the trees will be carefully preserved.

4.—The above-mentioned site for building purposes shall be extended in a southerly direction as far as may be found necessary, whenever it shall have been occupied by the foreigners above-named, and more space is required for their use.

5.—The Japanese Government will prepare the said sites at Hiogo and Osaka in the manner above-stated, in time for the occupation of foreigners on the 1st of January next.

6.—The Japanese Government will be reimbursed, the cost of preparing the said sites for the use of the foreigners above-named by the sale of the leases of the ground. The land will be divided into lots, and prices placed upon the different lots, which will vary with the eligibility of the situation, but will amount in the aggregate to the total outlay incurred by the Japanese Government. This outlay will form the basis for calculating the upset prices at which the lots will be offered to foreigners at auction. The foreigners of all nations having treaties with Japan may bid at these auctions, and each bidder may obtain as much land as he requires. The money realised above the upset prices will be retained by the Japanese Government as compensation for deprivation of interest on capital, and for the risk that may be incurred of not recovering their outlay.

7.—All the ground leased to foreigners at Osaka and Hiogo will be subject to the payment of an annual rent calculated at a rate that will be considered sufficient to meet the expenses of keeping in repair the roads and drains, the cleansing and lighting of and maintaining order in the settlements, and the ordinary land-tax payable at the present date to the Japanese Government.

8.—The Japanese Government will not grant or dispose of any of the ground set aside by the preceding articles, for the establishment of foreign settlements at Hiogo and Osaka, to any foreign Government, company, or individual for building or other purposes, except at public auction, in the manner laid down in the preceding articles. The foreign Consuls will not be provided with separate grants of land by the Japanese Government, either within or without the foreign settlement.

9.—In determining the upset price of all the land to be thus leased to foreigners at Hiogo and Osaka, the amount of annual rent, the number and size of the streets, lots and drains, the quantity of ground to be put up to auction at one time, the conditions and date of sale, and the formation of the cemeteries hereinafter mentioned, the Japanese Government will consult the foreign representatives.

10.—Insurable warehouses, in which the goods of foreigners may be stored in bond, will be provided by the Japanese Government both at Hiogo and Osaka, in the same manner as is stipulated in the Convention of Yedo. At the former place the space coloured blue on the annexed plan will be reserved by the Japanese Government for this and other official purposes, and the dock now commenced will be removed.

11.—The Japanese Government will form a cemetery for the use of all nations at Hiogo, on the hill in the rear of the foreign settlement, and another at Osaka at Zuikenzan. The Japanese Government will lay out the cemeteries, and surround them with fences; the expenses of maintaining and repairing the cemeteries will be borne by the foreign communities.

12.—The Japanese Government will select, at Yedo, in concert with the foreign representatives, a port on the west coast at which a foreign settlement may be formed, as well as the place within which houses may be rented by foreigners at Yedo. These will be made in accordance with the Treaty and Convention above mentioned, and on the basis of the present arrangements.

Translated by

(Signed) E. SATOW.

OSAKA, May 17th, 1867.

The undersigned, Her Britannic Majesty's Envoy Extraordinary and Minister Plenipotentiary, has received from the Japanese Ministers for Foreign Affairs their note dated the 16th instant, enclosing a copy of the arrangements which they have made for the establishment of foreigners at Hiogo and Osaka on the 1st of January next; and he hereby begs to inform their Excellencies that he considers these arrangements equitable and approves of them on the part of his Government.

The undersigned takes the opportunity of expressing to their Excellencies the high sense which he entertains of the desire manifested on this occasion by the Shogoon's Government to carry out the treaties with Foreign Powers in a liberal manner, as well as of the friendly spirit which their Excellencies have evinced in conducting the negotiations which have resulted in the above arrangements.

The undersigned, &c.

(Signed) HARRY S. PARKES.

NAGASAKI.

¶ There has been some stir about the seizure and bringing in of the American barque *Anna Kimball*. It appears that she was chartered by a British firm to load rice at Kouroumi for Osaka, or some other port in the Inland Sea to be named on her reaching Nagasaki. Instead, however, of getting the necessary license through the Consul and Customs to do the lading, she went to Kouroumi and filled up first, a feat for which she

would have been seized so soon as the authorities heard of it had she not run over to Shanghai, whence, after a little time, she again sailed for this, and anchored outside, in the hope, it is supposed, of finding everything arranged. But nothing had been done, and so, when the Japanese authorities applied to the American, there could be no reasonable objection to letting the *Wyoming* go out to seize her; and seized she was accordingly. The result will be, probably, confiscation of the rice (the Prince of Kouroumi's) and fines of a thousand dollars each on ship and captain—the latter for not coming into port when first requested.

The steamer *Viola* has been bought from the Japanese by Messrs. Glover and Co., and it is expected she will go across to China for repairs. Messrs. Nicholson and Boyd have the contract for repairing the steamer *Argus*.

The anniversary of the Queen's birthday was celebrated in a worthy manner by H.B.M.'s Consul. A ball was given at the Consulate in the evening, which, notwithstanding the unpropitious state of the weather, was attended by all the élite of Nagasaki. The fine band of the *Guerriere* animated the dancing, which was kept up till a late hour in the morning. The illumination—the night being dark—looked very brilliant, and had a wonderful effect when viewed from the shipping in harbour. H.I.M.S. *Guerriere*, with his Excellency the French Minister on board, arrived a few days ago from Osaka. Admiral ~~Donville~~ did us the honour of firing a royal salute, which complimented Commander Domville, of H.M. gunboat *Algerine*, could only reply to by "manning yards." H.M.S. *Pelorus* had not yet returned from the Inland Sea. Admiral Bell, who had only just arrived in the U.S.S. *Hartford*, paid the same compliment to the British Queen, as did Captain Eschar, of the Dutch man-of-war *Watergeus*.

From Nagasaki we also have the following item of news: On Sunday afternoon, the 4th May, a young Japanese officer, who had been three years in European employ, and intended proceeding to Yokohama in the *Kagosima*, had been on shore to see some friends before leaving. While walking along the street he accidentally jostled against a foreigner employed by Messrs. Alt and Co., who struck him over the head with a stick. He immediately retaliated by drawing his short sword, and stabbing him in the breast and back. He was immediately arrested and delivered over to the Japanese authorities. The prisoner admits having been under the influence of saki. When the *Kagosima* left on the 5th the wounded man was not expected to live.

CHINA.

TIENTSIN.

A correspondent at Tientsin, writing under date of the 24th May, says:—Two nights ago the sky was much overcast, and every one expected rain was at hand; but after a very slight shower the clouds cleared up and the wind got round to the north, bringing dust. It would appear this year that we are never to get rain. The whole of the north of China in the interior is suffering much from drought, and the mandarins in every district are every few days visiting the temples to pray for rain. At Tientsin the food of the people has risen considerably in price; and grain is being imported as fast as possible from the Leaoutung promontory. Besides what has come in junks, one foreign vessel has just arrived bringing a cargo of millet. Owing to the want of water in the canals from here to the interior, laden junks cannot transport their cargoes. The stoppage in the transport of imports on the water routes has caused the Shan-se traders to cease buying, and at present there has literally nothing been done by them in imports. Some Tientsin and Peking dealers have been buying to a very small extent a few imports, but the business done almost amounts to nothing in comparison with what would be done if the Shan-se men were operating. Rates quoted in the circulars may be considered under these circumstances almost nominal for British and American manufactures. In the opium market, however, there is some life, and sales of Malwa were made yesterday evening at an improvement upon the last quotations from this side, but at a fall on the rates of the previous days, some holders having given way in order to realise. There is a very fair demand for Malwa but no inquiry for Patna. The Taze chuh-lin anchorage is crowded with sailing vessels, which have lately arrived from the south of China and Japan with southern Chinese and Japanese produce. As there are scarcely any exports offering, nearly all these vessels must leave for Newchwang and Chefoo in ballast.

SHANGHAI.

The outward French mail of 17th April arrived on 4th June, with telegrams to the 3rd May. Dates are now down to the 7th June.

Sir Rutherford Alcock had invited, previous to his departure for the Yang-tze ports, a committee of merchants for the purpose of suggesting alterations in the tariff, &c. A circular of the Chamber of Commerce announces that the following merchants had formed into a committee, and they invited the co-operation of other merchants:—Messrs. F. B. Johnson, G. Tyson, W. J. Bryans, A. Turing, E. F. Duncanson, W. Probst, E. Iveson, J. Hogg, W. Lemann, J. MacDouall, R. J. Fearon, M. S. Gubbay, W. H. Carter, A. A. Hayes, E. Borntraeger.

We hear that Sir Rutherford Alcock has had communication with the Taotai, relative to the ill-usage of the municipal policeman, and that the latter promised a strict investigation into the circumstances. The treaty Consuls, have, we learn, asked compensation for him equivalent to one year's pay. Several changes are, we learn, likely to occur shortly in the Consular staff at this port. Mr. Markham is spoken of as likely to assume charge of the Chinkiang Consulate, and Mr. Alabaster that of Chefoo; while Mr. Forrest assumes the post of Vice-Consul at Shanghai. We learn that a memorial to Sir Rutherford Alcock is in course of preparation, begging him to exert his influence with the Chinese authorities to secure the establishment of a river police. An application has, we are informed, been made to the Taotai, to allow the importation of articles destined for the new church, and for the Masonic Hall, duty free.

A meeting of shareholders in the Race-course has been held at which a dividend of 38 taels per share was declared. A sum of 3,497 taels, it appears, is due from the Recreation Fund for land sold them for the cricket and base ball grounds, and measures are to be taken for obtaining the immediate payment of the amount. A lease has been concluded with the Race Club, under which the latter agrees to pay 700 taels per annum.

A meeting of Treaty Consuls has been held, to discuss the proposed new rules on which the Mixed Court is to be conducted on the arrival of the Tung-chi, who is to be appointed to its separate jurisdiction.

Some shares in the Shanghai Dock Company have, we learn, been sold for 130 and 140 taels. The barquentine *Ta-lee* has been sold for 7,800 taels.

News has been received from Nanking of an important victory gained by Li-hung-chang over the Nienfei in Hoopoh, which is expected to lead to the surrender of one of their principal Wangs.

We hear, says the *Friend of China*, that Mr. Consular Assistant Beattie has resigned the British service at Newchwang, and so has Mr. C. Treasure Jones at Amoy.

The Customs' returns of imports into Shanghai, during April, show an increase in Grey Shirting from 186,449 pieces to 204,092; but a falling off in White Shirtings from 39,384 to 25,650. T-Cloths have risen from 3,990 to 43,013. American Drills stand at 46,010 pieces against *nil*. Camlets have fallen from 15,139 pieces to 5,180; Long Ells from 11,260 to 7,400. But Lustres have sprung from 14,968 to 43,793. Only 4,349 piculs of iron, and 1,042 piculs of lead have been imported, against 10,360 and 15,203 piculs respectively.

In the Bankruptcy Court Mr. James Dow appeared personally and prayed that his appearance might be accepted as an adequate surrender, he having been in England and unable to appear before this court when his partners surrendered. The application was granted.

In the American Court Henry Roundy surrendered, and the first meeting of creditors was held. There were present Mr. McDoual (Oriental Bank), Mr. McLean (Hong Kong and Shanghai Bank), Mr. Mouatt (for Mr. H. Wignall), and Mr. Endicott, who appeared for Mr. C. D. Nye, Messrs. A. Heard and Co., Captain Patridge, Captain Hutchinson, and Captain West. The insolvent did not appear, being unable to do so on account of illness. Mr. Endicott was appointed receiver. Several of the creditors objected to the amounts in the schedule, and we therefore defer publishing the assets and liabilities till the amounts are agreed to.

The case *McLarty v. Macfarlane*, recently tried before H.M.'s Supreme Court, though it involved only a very petty amount, brought to light an apparent laxity on the part of H.M.'s Nagasaki Consulate which will no doubt become the subject of

further inquiry. The plaintiff took service, on the 19th December last, as second engineer of the *Island Queen*, signing articles for three months; the articles, however, containing a subsidiary clause that, in the event of the vessel being sold, he was to be given a passage to Shanghai from the port of sale, and to receive wages only up to the time of his arrival. The *Island Queen* went to Nagasaki, and lay there for some time, during which negotiations were entered into that appeared so likely to end in her sale, that on the 10th February the captain desired the officers and crew to attend at the Consulate, for the purpose of receiving their discharge. McLarty attended with the rest, but, unlike them, demurred to the legality of the discharge—inasmuch as the vessel had not been sold—and refused to accept it. Mr. Russell Robertson, H.M.'s Vice-Consul, endeavoured to overcome his objection, but according to plaintiff's distinct oath, and the captain's own admission, ineffectually. He steadily refused to accept the \$55 tendered him, as other than part payment of his claim, and eventually left Nagasaki without receiving it, as the captain would not hand it over to him on these terms. After arriving in Shanghai he waited, apparently, till the 19th March, and then asked Captain Macfarlane, as owner of the steamer, for the balance of wages due under his three months' agreement, which expired on that day. Captain Macfarlane declined payment, and hence the present action. The action itself, however, as we remarked before, is comparatively unimportant. Its interest lies in the following extraordinary endorsement on the ship's articles, by H.M.'s Vice-Consul at Nagasaki:—

"I hereby certify that the within named John McPhie, chief officer, H. McLarty, second engineer, &c., &c., have been duly discharged by mutual consent, wages paid up to 15th instant, and a passage provided to Shanghai."

The whole evidence went to prove that the plaintiff had refused his discharge, and declined to accept the wages tendered him. An explanation, therefore, will probably be sought from the Vice-Consul of the reasons which induced him to say the discharge had taken place "by mutual consent," and that his wages had been paid. So long as the steamer was not sold, the clause rendering the agreement terminable in such an event had clearly not become operative. H.M.'s Vice-Consul seems, therefore, in the unpleasant position of having lent his influence to accomplish an illegal measure, instead of pointing out to Captain Shaw how illegal the action was, how immediate, at the time, the prospect of sale appeared. The sale had not been effected, and has not been to the present day. The negotiations fell through, and the *Island Queen* has returned to Shanghai, where she is again advertised to tow vessels in search of tea freight to Hankow. One principal object of the clause in the Merchant Seamen's Act requiring Consuls to examine into the grounds of seamen's discharge is their protection. Judgment was given by the Court for the plaintiff.

An address has been presented by the merchants at Kiu-Kiang on the desirability of obtaining permission to open up the Poyang Lake to trade, and to the running of steamers to ply between Kiu-Kiang and the principal places of trade on the lake as far up as Jaou Chow, distant 450 li, or say 150 miles, from Kew-keang.

The Municipal debt to the Comptoir d'Escompte has been paid. We are glad to learn that steps are being taken to resuscitate the Shanghai Club, on a new and better basis. The Taotai has deputed an officer to examine into the Woosung road difficulty, and has promised to pay tla. 500 towards the repair of bridges.

HANKOW.

The *Hankow Times* of May 25th states:—The market for the new season's teas was opened on the 23rd by the purchase of three chops Oopack (not the finest), at Tls. 31.50 to 32, and on the following day another chop was settled by the same buyer at Tls. 32.25 per picul. This range of prices is much higher than was generally anticipated, and excited considerable surprise, not only among foreigners, but also among the Chinese, who in their most sanguine moments never seriously expected more than Tls. 30 for even the crack chops. It is generally reported that these purchases have been made in execution of an order for the Russian market. It is satisfactory to notice that intending buyers for England decline to follow such a reckless example, and we feel assured they will be well repaid for their patience. Musters representing nearly 70,000 chests have already been put on the market, so that there is no scarcity of tea, and holders will

soon be glad to accept prices more in keeping with the present state of the London market, and such as will warrant the hope of a fair and legitimate profit being obtained by shippers.

The case of F. Carnie, on behalf the Commercial Bank Corporation (in liquidation) *versus* Ballance and Hallam, was heard on the 8th May, at the Hankow Consulate, before W. H. Medhurst, Esq. The petition of F. Carnie, the above-named plaintiff, shows as follows:—1. That on the 5th March, 1866, Messrs. Ballance and Hallam received on their promissory note, endorsed by Messrs. Preston, Breuell, and Co., of Shanghai, the sum of Shanghai Tls. 60,000, from the Shanghai Agency of the Commercial Bank Corporation, &c., for a period of four months fixed. 2. That after the due date of above promissory note, Tls. 51,000 have only been received as yet on account of the above-mentioned amount of Tls. 60,000—viz., on July 18th, Tls. 20,000; July 26th, Tls. 10,000; August 7th, Tls. 10,000; September 19th, Tls. 6,000; and November 8th, Tls. 5,000. The plaintiff therefore prays that the defendants be made to pay the balance—viz., Tls. 9,000 of their promissory note, with all interest and charges to date. The answer of Ballance and Hallam to the petition of the plaintiff was as follows:—That no notice of dishonour of the promissory note for Tls. 60,000 having been given by the plaintiff to the defendants at due date of the said promissory note, the defendants are relieved from all responsibility in respect of the same; and, secondly, that the fact of giving time to Messrs. Preston, Breuell, and Co., without any notice of dishonour having been given to the defendants, and the fact of Messrs. Preston, Breuell, and Co. paying interest on unpaid balances from time to time, proves that the bank virtually received a fresh promise to pay at some future date from Preston, Breuell, and Co., and therefore the defendants are absolved from further responsibility on said note.

Mr. Carnie gave evidence as follows:—In November last the Shanghai agency forwarded me the promissory note A., requesting me to collect the balance due from the defendants with interest at the rate of 12 per cent. from due date; and in the event of their not complying with the demand, to place the matter in the hands of the Consul. On receipt of that letter I wrote to the defendants requesting payment of the balance on the note. Their answer was that they could not pay it, or something to that effect. I have not got the copy. (Answer produced by defendants.) I thereupon sent the note to the Consulate to be protested, and requested the Consul to take proceedings against the defendants. I now produce the note of protest. I can produce a document showing the note to have been presented to Preston, Breuell, and Co. on the 28th November, 1866, and duly protested before H.B.M.'s Consul at Shanghai. (Document produced.) I am not in a position to say whether the note at maturity was duly honoured. I cannot say whether Preston, Breuell, and Co. were applied to for payment at due date. I do not consider that it is always necessary to give notice of dishonour to the makers of a note. I could not say whether the balance on the note was ever passed to the account of Preston, Breuell, and Co., with the bank. I have no copy of Preston and Breuell's account current with the bank to show that such was not the case. I could not say whether interest on unpaid balances was ever paid by Preston, Breuell, and Co., or passed to their account. I do not think it could have been or I should not have been called on to collect interest. I could not say whether the bank had any understanding with Preston, Breuell, and Co. that they should not be pressed for immediate payment of the note. It is very probable that the bank had some such understanding, otherwise the note would not have been allowed to remain over so long unpaid.

On the part of the defendants evidence was given that the note was not protested until the 28th November, whereas it ought to have been presented for payment and protested at due date. We received no official notice of the dishonour of the note at due date. I produce a letter which I wrote to the manager of the bank at Shanghai with reference to this note (letter, Ballance and Hallam, dated 19th July, 1866, produced). To that letter we have never received any official reply, in fact, no material reply at all. After hearing the above evidence, the Court gave the following decision:—That the plea raised by the defendants as to the note's not having been duly presented or protested at due date, can have no force as against the fact that the defendants not only were parties to certain payments on account since the due date of the note, but actually requested the acceptors to make arrangements to let the note remain over

for a short period, and recorded no protest against their own eventual liability. Even granting what the defendants plead further—namely, that the bank virtually made fresh engagements with the acceptors for payments on account—this does not free the defendants from liability, inasmuch as they made no effort, although aware that the note had not been fully met, to protest against their responsibility on the note being allowed to run on, and inasmuch as they never attempted to recover their note, although debited by the acceptors with the full amount in their account current. The Court are therefore of opinion that the defendants are liable for the amount of the balance claimed on the note, Tls. 9,000, but without interest. Costs to be divided.

Messrs. Francis and Co.'s Kiukiang Tea Circular of June 1st states:—The Ningchow teas have not yet commenced to arrive, and a muster of one parcel only has been shown on the market. The purchase of the leaf in the Ningchow district is proceeding very slowly; prices have fluctuated during the fortnight, and by last accounts were nominally at the equivalent of about Tls. 23 here, but buyers were holding off for lower rates.

FOOCHOW.

A very interesting letter on the subject of tea will be found in another column. We take the following from the *Foochow Advertiser*:—

The tea market has been opened in the districts of Yang-how and Sui-kau at rates varying from 12 to 13 taels cheaper than last year; the estimated lay down cost at Foochow will be 25 to 30 taels. The quality of the new tea is reported to be much superior to last year's. Some fears are entertained that the present crop of tea will be injured owing to the long-continued and incessant rains. As tea is so sensitive to damp, it is quite possible that boxes on arrival in England will be found below proper condition, but otherwise, as there has been time to pluck and dry the tea before the wet weather really set in, there ought to be no reason why the tea should not be as good as usual. The Chinese are quite anxious about the approaching opening of the market; they fear that prices will be too low, and, whether feignedly or not, they anticipate a bad year for them. Very likely they feel that foreigners are not about to give them the former high prices for tea; that the lessons which have been so hard to learn have not been thrown away. One particular source of disquietude to the Chinese is the absence of the clippers at this time of the year. They had got the idea that because a clipper was in, she must of necessity be despatched without delay; now they see the clippers still conspicuous by their absence from our port, and they reason therefore that the foreigner is in no hurry, that he has got plenty of time to spare, and does not want to purchase tea at present.

It was reported on Sunday morning, May 25, that the tea-market had been opened, which report in the course of the day became contradicted. On Monday morning, however, there was no longer room left to doubt that the market had opened. The report of Sunday morning stated that the tea-market had opened at 25 to 29 taels: the actual fact is that it has been opened at a slightly higher rate, 26 to 30 taels.

The same journal, under date June 1, says:—

The *Mailand*, the *Serica*, and the *Taeeping* had left; so far then we shall have a race this year between these three clippers—but what has become of the *Ariel*? We fear her chance of starting fair for the ocean race this season is gone. We regret this, as she would have added so much more to its interest. Freight is low for first clippers, being only £4 per ton without the additional 10s. per ton to the first home arrival. Notwithstanding this, we hope the ships will manifest their sailing qualities after the old style, nor abate aught of their former competition. The news by last mail being of nothing but rumours of war, we should naturally have supposed that in the face of such a gloomy array of intelligence purchasers of tea would pause, still there was no such manifestation; and only yesterday, after 60,000 chests of tea had been settled and when 3,000 more were all that remained on the market, was any slackness visible. Buyers ceased to buy by force of necessity; because there was not enough for them to buy. Yesterday the market was stiff from the small quantity (3,000 chests) of tea available and prices were tending upwards. The Chinese allege the present sudden and apparently causeless floodings of the river (for the rains have ceased) to be the reason why teas are so scarce—the joss water as they call it preventing teas coming down. This may be part of the truth, though certainly it is not nor can be the whole. We suspect that the Chinese are under

good leadership, and if we should hear that they have been endeavouring to force their own prices on the foreigner by keeping the stocks in market low, we should not be surprised.

A correspondent of the *Shanghai Recorder*, May 29, says :— "The following fact may be interesting to the tea trade. The market this season was opened by the purchase of a 'Chong Hing' at taels 32, similar in quality [and make to the same chop bought last year at taels 36. The tea at taels 32 will lay down at 2/1½; and a portion of the chop bought last year at taels 36 was advised as sold at 1/11½, by the 18th April mail. Has the latter lost 2d. a pound in value by being kept for a year?"

It is expected ere long that thirty mechanics and engineers with a medical man will arrive at Foochow to commence operations in connection with the Government Dockyard there. In addition to the Europeans there will be a thousand soldiers established at the Dockyard, and the whole, Europeans and Chinese, high and low, will be under the orders of a former governor of one of the two Kiang.

CANTON.

The following letter of miscellaneous news is dated from Canton, by which it seems that something like the old fire and spirit of the place are returning :—

The preliminary step in the way of building on the old factory site has been taken by the erection of the wall being commenced, which is to encircle the space. In addition to two spacious premises there are to be godowns for each firm, which accounts for the large space that will be taken up, judging from the one side of the wall now going up, beginning from where used to be the gate of old China-street, and terminating at what used to be the entrance to Chow Chow hong. The ground is to be raised three feet from the present level, and the wall is to be about seven feet high.

The British flag is not the only piece of bunting which renders the buildings on Shamien conspicuous. The Portuguese flag is already flying, and the Danish flagstaff is in course of erection. Canton generally seems to be progressing, and before very long it is possible that she will again rise in rank amongst the Treaty Ports.

The U.S. steamer *Ashuelot* turned up here on the morning of Wednesday last, and is lying in the stream. She has not been reported in Hong Kong, consequently she must have shaped her course direct to this place from the scene of the *Rover's* wreck, whither she was last reported to have proceeded.

The little steamer *Feewan*, it is stated, has been purchased by the owner of the *Spark*, and is undergoing extensive alterations, by which it is expected she will be considerably improved and become a worthy successor to the *Spark* on the Macao route. The history of the doings of the last-named vessel on the Pearl river, in the days when *taipans* even of high standing did not scruple to dodge the lynx-eyed Customs' officer, would afford ample materials for a series of interesting lectures. As the alpha and omega of the *bona fide* American river steamers, the *Spark* has proved herself to be the luckiest craft on the Pearl river, and indeed well deserves to be kept in a framework of glass as a memento of her past valuable services, of which her owner has every reason to be proud. The *Feewan* has assumed the name of *Spec* with the change of ownership.

It appears that the bonus to the pushing skipper for landing the first cargo of new teas in London, and the eagerness evinced by *taipans* to be first in the market, have not been quite done away with, judging from the fact of the clippers from Whampoa being despatched in such hot haste as to necessitate the tea stores being kept at work day and night. The *Min* was, moreover, towed down by the *Jeejeebhoy* as far as Lintin, in order that she might not be many days behind the *Belted Will* and *Deerfoot* from the starting point. And our market for new teas seems to have also undergone a marked change, if that commercial authority, *The China Trade Report*, can be depended upon; according to which, "25 to 26 taels were, as a rule, this season opening rates for Scented Capers;" but under the head of "Sales Reported" it is recorded that this description of tea has found purchasers at "30 to 34 taels." If it is not for the eagerness as to who will be first with new teas, how could the market have been so influenced as to establish an advance of 5 to 8 taels on the reported opening prices, and why should the aid of steam be likewise availed of?

The wall which is to encircle the American bund on the old factory site has been carried forward eastward, from its last reported terminus to as far as the creek dubbed as the "Never-

failing Source of Abomination." From this extension of the wall the space to be taken up becomes clear, which the old residents will at once understand when it is stated from Jardine's to King's hong, comprising a square of 500 by 250 feet, to be divided into four lots to build upon with a garden frontage or promenade. The premises of the two firms who have already contracted for building, will occupy one of the lots, consequently the remaining three will perhaps be open to the highest bidder. The matchsheds and shanties have all been taken down, and the masons are now going ahead with their work.

HONG KONG.

From this port we have advices to the 13th of June. The outward mail of April 26 was delivered on the 4th of June.

The case of Leibert and Mendel, of Manchester, against the owners of the *Min*, for delivery of goods to the order of the the Chartered Bank and the Comptoir d'Escompte, originally consigned to Lyall, Still, and Co., bankrupts, was tried in the Supreme Court, before Judge Smaile and occupied three days. The Jurors were as follows :—Messrs. D. Welsh, A. Sassoon, A. Coxon, H. Burrows, A. M'G. Heaton, C. T. Smith, and A. Eimbeke. For the plaintiffs there appeared Mr. Pollard, Q.C., instructed by Mr. Caldwell. The Attorney-General and Mr. Whyte, instructed by Mr. Hazeland, appeared on behalf of the defendants, and of the firms who had stopped the goods in question in the Hong Kong harbour.

Mr. Pollard in conclusion, said there was an absolute delivery of the goods in London by the delivery of the bills of lading, and a cessation of transit. The Attorney-General had said that if Lyall, Still and Co. were insolvent there was *mala fides*, and that if the banks knew it, the defendants were entitled to a verdict. He quoted a case in which a man who knew of the insolvency asked security on that ground, and was upheld. There were the vendors' carriers and the vendees' carriers, which explained the transmission links mentioned by his learned friend; and it was very certain that Liebert and Mendel never intended to have control over the goods after they went into the hands of Lyall and Still, of London. And, in conclusion, the learned counsel demanded a verdict for the plaintiffs, because the defendants had not paid for the freight, insurance, and the three half crowns upon the goods. There was not a case in the books where the stopper did not pay those expenses. His case was one throughout consistent, while the current of authorities went with him. He gave little heed to what had been said of flourishes of trumpets; those who won were entitled to flourish, and he thought the defendants ought to be glad to be able to retire at all. The Chief Justice then summed up for the jury, leaning rather to the side of the defendants, the unpaid vendors of the goods. But the jury, after an absence of only ten minutes, brought in a verdict for the plaintiffs.

The energy now imported into the magistracy, under Messrs Goodlake and Smith, says the *China Mail*, is remarkable, and, as affecting the officers of the Court, sometimes rather amusing. Instead of the quiet, half-asleep half-awake sort of jogtrot formerly the rule of the day (and also of part of the evening), there are now frantic rushings here and hurried runnings there, with the perspiration coursing down the cheeks of those thus affected. True, this does not last long; but it is hot work while it does last, especially in weather like the present. Both the present magistrates appear to work in concert, much more smoothly than the two gentlemen who occupied the bench a month or two since. An hour or two of duty in the early part of the day and the business of the Court is, as a rule, at an end. This is chiefly owing to the plan adopted of both magistrates sitting together every day, instead of one sitting every alternate day, as formerly.

There are some curious reports in circulation relative to the attitude of Russia with regard to the foreign Customs in China which it is just as well that the public should have cleared up. It has been stated by well informed persons that the Chinese Government, acting in concert with Mr. Hart, the Chief Superintendent of Customs, intended last year to establish a Custom-house, under foreign inspection, at Chang-Kia-Kow, or one of the northern frontier towns through which the bulk of the Russian export and import trade passes between that empire and China. The subject was seriously discussed at Peking, as being very desirable to apply the same means for collecting revenue from the Russian trade that are now employed for levying duties on other foreign nations, and also to collect by such means more exact statistics of the Russian trade than are now known to the public. It was confidently expected that the opening of the Russian frontier foreign

Custom-house would have taken place this spring, but, for some reason which has not yet transpired, the establishment of the useful institution has been adjourned *sine die*.

The accounts by this mail from Hong Kong relative to the Mint are more encouraging. A considerable quantity of ichibous have been received for coining, and the bankers and merchants are again sending in silver for conversion into dollars, which are at a premium. A quarter of a million of 5-cent pieces are in process, and altogether there is enough on order to nearly pay the expenses of the establishment, which will no doubt be kept open for a further trial.

The Italian ship *Teresa*, Captain Sebastian Rollo, was the scene of an extensive robbery of jewellery, &c., on Saturday last. A cook and steward, who were employed on board, and seem to have enjoyed the confidence of both the captain and his wife, are supposed to have been the thieves. The cook is now in custody charged with the offence; but the steward (who is believed to have been the man who actually committed the robbery) has disappeared to parts unknown. About \$500 worth of gold pieces, nearly \$100 in silver and notes, two valuable bracelets, one necklace, a costly crucifix, a gold breast-pin, and a gold ring, are included in the extensive annexation carried into effect by the steward referred to. The property, all told, amounts in value to \$2,000; and the fact of its disappearance is only another proof of the mistaken notions entertained of the Chinese character, and the costliness of the experience of its true nature. A shopkeeper of West Point is supposed to have been in league with the two servants on board the ship; and all three are suspected of having shared in the proceeds. Some \$700 or more of the property has been recovered, and the manner of its recovery was most remarkable. On Sunday morning last the cook was arrested on suspicion of having been one of the men who chased and threatened the sweetmeat hawk who gave evidence in the Tank Lane murder case. His arrest on this ground was found to have been a mistake, and he was just on the point of being released, when a 'cute sergeant suggested that the prisoner should be searched. On his person were found the necklace, a bracelet, 20 ducats, and \$16, which altogether amounted to over \$700, and is supposed to have been the third allotted to him for his share in the outturn of the robbery. Both the articles and the possessor were identified; and the case stands over now pending the arrest of the other delinquent, but it is very doubtful if his capture be possible.

H.M.'s surveying vessel *Sylvia*, which arrived at Hong Kong on 27th May, left Plymouth 26th November, calling at Madeira and St. Vincent, arriving on 4th January at Rio de Janeiro, leaving on the 11th, and arriving at the Cape of Good Hope 4th February. H.M.S. *Valorous* was in Simon's Bay. The *Sylvia* left the Cape on the 17th, and on the 24th February, in lat. 39 deg. 47 min. S., lon. 35 deg. 10 min. E., she stopped to sound on one of the Vigias, shown on the chart of the Indian Ocean, called the Hudson Rock, supposed to be ten feet above water, and obtained 1,950 fathoms, fine sand. Arrived at Trincomalee, Ceylon, on the 1st April. Left for the Andaman Islands for the purpose of determining the positions of several prominent points and islands, and also to visit the lighthouse erected on Table Island of the Great Coco's Group. Crossing to Martaban, a line of soundings down the coast of Malay to the Straits of Malacca was obtained, as also a line from Saigon to Hong Kong for telegraphic purposes. She left Singapore on the 14th May, arrived at Saigon on the 18th, and this port on the 27th. The *Sylvia* has come out for the express purpose of surveying the coast of the Korea and Japan.

The local occurrence of most general interest during the last fortnight is the robbery of the powder magazine, under very peculiar circumstances, which subjected the whole city to the danger of destruction.

The Sikhs who are to replace a portion of our police force arrived in the *Clan Alpine*. We find the following particulars relating to their engagement in the *Friend of India*:—"On 29th April Mr. Creagh, Assistant District Superintendent of Police, left Lahore en route to Hong Kong, taking 120 Punjabis to serve as policemen there. The men are to receive Rs. 10 a month until they reach Calcutta. On landing at Hong Kong they will be divided into three classes, drawing Rs. 20, 25, and 30 a month; these will form the rank and file, and over them there will be the usual proportion of native officers. The men are engaged to serve for five years, after which they are entitled to a free passage to Calcutta, or may re-enlist for five years more, when they

become eligible to a pension equivalent to one-fourth of their pay besides. The *Indian Opinion* remarks that the experiment is an exceedingly interesting one at the present time, when the subject of Sikhs for the protection of our colonies is so widely agitated." They are a fine body of men. They have commenced active duty, and appear able to perform it effectively. A large number of the Hindoo police have been discharged. In connection with this we may mention that Mr. Creagh has been appointed assistant superintendent of the Hong Kong police.

M. Pio Marques has been appointed temporarily as British Consular agent in Macao.

The following notification has been issued:—

Mr. W. R. Dalziel being about to proceed to England, Mr. William Macaulay will act as the company's superintendent at this Port from the present date till further notice.

THOS. SUTHERLAND,

for the Managing Directors,

Peninsular and Oriental Steam Navigation Company.
Hong Kong, June 8, 1867.

JAVA.

BATAVIA.

Dates hence are to the 15th of June.

On the morning of the 10th of June the centre of Java, from shore to shore, and over a length of some hundred and fifty miles, was shaken by a severe earthquake, the full force of which seems to have fallen upon the town of Djoejkoe, where many buildings have fallen in, and none escaped serious injury. At many other places, also, ranging from Samarang to Cheribon, the same disasters have occurred, while some hundred lives have been lost, of which twelve to fourteen are Europeans.

Some five years ago a Mr. W. Major, a merchant at Passaroeng, in Java, died in the Red Sea, on his way home to England, and amongst other gifts he left a splendid house, with spacious outhouses and grounds, valued at 40,000f., along with other property valued at 100,000f., at the disposal of the Java Government, provided they complied with the testator's conditions of turning his property into a Native Hospital at Passaroeng, as well as maintaining the same in an efficient condition, failing which, the whole property was then to revert to the Batavian Parapattan Orphan Asylum. The Government has taken five years to decide the question, and concluded the other day by declining the noble gift. Now the directors of the Asylum step forward, and finding the property seriously deteriorated in value during these five years, threaten to come upon the Government for the difference, as a penalty for inaction, and very possibly justice will support them.

The Mecklenburg brig *Diederich Pentzien*, Captain Johannsen, which left Singapore for Melbourne on the 24th of May, with a full cargo of Straits produce, struck on a rock in Carimatta Passage, and became a total wreck. The crew were saved in boats, and have arrived in Batavia.

STRAITS SETTLEMENTS.

SINGAPORE.

The London mail of the 10th May arrived out at daylight on the morning of the 10th June, by the P. and O. steamer *Ottawa*, the transit having been accomplished in the remarkably short time of 30 days and some hours. Telegrams by this opportunity extended to the 29th May. The French steamer *Labourdonnaix* arrived with the Marseilles mail of the 17th May on the 20th June, with telegrams to the 7th June. Dates are to the 21st June.

The fortnight (says the *Straits Times*) has not been distinguished by any events of political significance. The absence of his Excellency the Governor and the recess of the Legislative Council having afforded a measure of breathing time to succeed the somewhat over-strained exertions of the new Government. So far as general activity is concerned, the colonial system is in strong contrast to that of India, under which the Settlements have been reared, and with a little modification, which time and experience will doubtless teach how to apply, there can be no doubt that many of those benefits in view of which the transfer of the Government to the colonies was urged forward, will be realised. At the same time, there prevails a general opinion that any sudden alterations should be avoided, and that, both in respect to the antecedents of the place and to the novelty of the position, at least for some time to come, matters should be allowed to proceed pretty much in the accustomed course.

On the 19th June his Excellency the Governor returned from Penang, and there was a meeting of the Legislative

Council, when, in addition to the consideration of some measures of local improvement, the question of the purchase of a new steamer for colonial service in the Straits was brought forward, and we are glad to learn that no such extravagant notions are entertained by Government on the subject as were originally represented. It will be for the Legislative Council to say whether or no a steamer be required at all for special service in the Straits—a question which ought to be very deliberately weighed—and if so, what is the class of boat that would be best suited for the purpose. At all events it is satisfactory to find that no arrangement is to be entered into precipitately in the matter. A somewhat unfortunate *contretemps* has taken place between one of the new officials, acting as Commissioner of the Small Cause Court, and a much respected member of the bar of the Supreme Court, leading to the commitment to gaol of the latter, due greatly, it is to be feared, to a want of experience of the Acting Commissioner.

The British barque *Othello*, from Manila bound to Sydney, with a cargo of sugar and hemp, was picked up at sea on the 27th May, by the British barque *Zoe*, and brought to this port in charge of the chief officer and part of the crew of that vessel. The *Othello* was abandoned on a sunken reef in the China Sea on the 21st May.

PENANG.

From this port we have dates to the 24th June. The following items are from the *Penang Gazette* :—

His Excellency the Governor has returned to Singapore after a stay here of about twenty-two days. The usual salute was fired. Col. A. E. H. Anson, R.A., arrived here on the 8th June and assumed office as the Lieut.-Governor of this place on the Monday following. From some oversight the customary salute was not fired on that occasion, but the mistake was repaired the next day when thirteen guns were fired from the fort, and the oaths of allegiance and of office were administered by the Acting Chief Justice in the Court House.

In a late issue we gave an account of a proposed floating dock. Since then from one or two causes, it is thought preferable to have a graving dock instead, and accordingly Mr. Lyon has been lately occupied in looking out for a suitable place for its erection, and he has pitched upon the site of an old mud dock in the river Prye, a short distance from its mouth, in which years ago several vessels had been repaired. It is now thought that it will form an admirable situation for a graving dock, especially as about half the work is already done, and there being besides about five fathoms of water close by. It will be 300 feet in length, and 54 feet broad at the gates, and calculated to repair a vessel of 2,000 tons. The estimated cost without the ground is \$25,000; the cost of the ground should be very small, as it is only mud with some mangrove trees, at present of no use. It ought to prove a profitable speculation, as during the year there are often a good number of vessels which undergo repair here, and, besides, the knowledge of there being a repairing dock in Penang would attract many more. We recommend this to the attention of all interested in shipping.

A still better project of Mr. Lyon's and one which would be exceedingly useful here is a small steam passage boat for the province. According to his estimate, the cost will be \$3,000; the dimensions are, length 56 feet 6 inches, beam 10 feet, draught of water 3 feet 3 inches, and consumes only 1½ ton of coal. She will carry 65 passengers each trip, and would be available besides for occasionally towing vessels into and out of berth. It seems a very feasible undertaking, and we wish it success.

LATEST TELEGRAMS.

(RECEIVED VIA GALLE, JULY 20.)
CHINA.

Grey shirtings, 6½ catty, \$3 50c.
Water twist, 16-24, 1.85.
Tea tending upwards.
Exchange on London, 4s. 5½d.

HONG KONG, June 25.

Silk active and advancing. Export to date, 6,000 bales.
Exchange on London, 6s. 3d.
Freights—tea, £3 10s.

SHANGHAI, June 20.

(RECEIVED JULY 23RD, VIA GALLE.)

Total exports of tea to date, 22,750,000 lbs.
Exchange on London, bankers' bills, 4s. 5½d.

CANTON, June 29.

HONG KONG, June 29.

Advices received here from Japan announce that a political difference has arisen between the Shogoon and Daimios respecting the opening of the port of Osaka to foreign trade.

A telegram published in the daily papers of this morning brings only the same dates as the mail delivered to day.

A supply of Holdsworth's Silk Tables has been received by the present mail, and can be had at the office of this paper, price £1. 1s.

Messrs. C. W. Everard, C. M. Ford, and J. J. Quin, have been appointed to be student interpreters in China or Japan.

Births, Marriages, and Deaths.

(Announcements for subscribers are made free of charge.)

BIRTHS.

HOWARTH—On the 31st May, at Singapore, the wife of Mr. C. Howarth, of a son.
HAZELAND—On the 10th June, at the Albany, the wife of F. I. Hazeland, Esq., of a daughter.

LOURIEIRO—On the 3rd June, at Macao, Mrs. Loureiro, of a daughter.

MARRIAGES.

CHILDS—LINNEY.—On the 16th July, at St. John's, Burgess-hill, by the Rev. William Peace, William, only son of William Childs, Esq., of Keymer, Sussex, to Elizabeth Emma, relict of the late James Linney, Esq., of Hampstead. No cards.

EARL—ANTHONY.—On the 6th May, at St. George's Church, Penang, by the Rev. J. Mackay, Percy William Earl, Esq., Assistant Commissioner of Police, to Flora, youngest daughter of A. A. Anthony, Esq., of Clove Hall, Penang.

RIBEIRO—DE MIRANDA.—On the 11th May, at the Portuguese chapel of St. Joseph, Singapore, Mr. M. Ribeiro, of Saigon, to Libania, second daughter of Mr. M. de Miranda. No cards.

SARL—HARRIS.—On the 30th May, at St. John's Cathedral, Hong Kong, by the Rev. John Wilson, R.N., Acting Colonial Chaplain, Mr. Joseph Sarl to Miss Maria Harris.

UZIELLI—MOSES.—On the 17th July, by the Rev. Dr. Adler, A. Uzielli, Esq., of Lexington, to Victorine, second daughter of Joseph Moses, Esq., of Montagu-place, Montagu-square. No cards.

DEATHS.

ARMSTRONG—On the 15th May, at Annan Bank, Singapore, Mrs. Eliza Armstrong.
BUYERS—On the 14th May, at Singapore, Mrs. Jane Buyers, wife of J. C. Buyers, Esq.

GRIMES—On the 29th May, at the General Civil Hospital, Hong Kong, Thos. Grimes, seaman unemployed, aged 25 years.

GOWER—On the 7th July, at his residence, Chateau de Repentance, near Marseilles, Robert Gower, Esq.

HOLDSWORTH—On the 13th June, at Shanghai, T. R. Holdsworth, Esq., silk broker.

LYALL—On the 20th July, at Rutland-gate, Hyde-park, Margaret Ann, widow of George Lyall, Esq., formerly M.P. for London.

RICHTER—On the 29th May, at the Seimen's Hospital, Hong Kong, August Richter.

EXCHANGES ON LONDON.

[For dates, see first page.]

	Bank.	Private.
At Yokohama 6 months' sight.	4s. 6½d.	4s. 7d. to 4s. 7½d.
At Shanghai 4 ditto	4s. 6½d.	4s. 6½d. to 4s. 6½d.
At Canton 4 ditto	6s. 0d. to 6s. 0½d.	6s. 1½d. to 6s. 2d.
At Hong Kong } 6 ditto	4s. 6d.	4s. 6½d. to 4s. 7d.
At Macao } 4 ditto	4s. 6½d.	4s. 6d.
At Singapore 4 ditto	4s. 6d.	4s. 6½d.
At Manila 6 ditto	4s. 4d.	4s. 5d.

At Shanghai, bills on India, Rs. 301 per 100 taels. At Hong Kong, Rs. 219½ per \$100. Bar Silver at Shanghai, t/s. 111.8.0; at Hong Kong, 11 per cent. premium. Mexican dollars at Shanghai, t/s. 75.1-5 per 100; and exchange on Hong Kong, 27½ discount. Hong Kong and Shanghai Bank shares, 1 to 2 dis.; Gas Company, par; Hong Kong and Whampoa Dock, 20 to 30 per cent., prem.; Union Dock Company, 25 per cent. dis.; China Traders' Insurance, 1½ per cent. premium.

The following is from Sharp and Co.'s Circular :—

Gold.—The small supply of Gold, and large demand for remittance has caused a further rise of 1½ per cent. in the value. The imports, chiefly in transit, amount to \$300,000 worth; the exports to \$560,000, including the shipments per Carnatic on the 30th ult., and excluding those to leave to-morrow.

Silver.—Receipts have been \$750,000, say one-half in Silver Boos. \$1,240,000 have been sent away South. No Bar Silver now remains on the market.

Dollar Currency.—Total amount inwards \$390,000, outwards \$2,750,000, all of which latter sum, except about 5 lakhs, has been sent to Foochow and the North against tea purchases. Ferdinand Dollars are again current at par. Hong Kong coinage are worth a small premium.

Exchange has fluctuated more than usual during the fortnight. For India opening at a slight advance on the last mail's closing rates. Pending the result of the Commissariat drawings, the sterling rate also advanced, but has since again receded to quotations.

Discount and Mortgages.—Only first class bills are discountable at a moderate figure; the difficulty of obtaining money, even on good securities, except at extreme rates, is being seriously felt, and calls for some amelioration.

Shares.—All descriptions of shares have been very quiet, the market being rather in favour of buyers.

COMMERCIAL REPORT.

CHINA IMPORTS.

HONG KONG.—There has been rather more doing in Grey Shirtings, but at a slight decline for weights up to 8.8lb. Above that values show a marked decline. White Shirtings are quite neglected. Stocks are large and dealers unwilling to purchase. T-cloths continue in some request at about former prices. English Drills are lower, and holders of American goods have had to make further concessions to effect sales. Grey Shirtings, 7lb., \$2.95 to 3; sales, 5,000 pieces; 8lb., \$3.30 to 3.35; 8.4lb., \$3.40 to 3.42½; sales, 15,500 pieces; 8.8lb., \$3.47 to 3.50; 9lb., \$3.80 to 3.85; 9½lb., \$4 to 4.05; 9½lb., \$4.40 to 4.50; sales, 1,000 pieces; 9½lb., \$4.65 to 4.70; 10lb., \$4.90 to 5; sales, 800 pieces. White Shirtings: 54 to 60 reed, \$2.70 to 3; 64 to 66 do., \$3.30 to 3.50; 68 to 72 do., \$3.70 to 4.50; sales, 300 pieces. English Drills: 40-yards, \$4.80 to 4.90; 30 yards, \$3.20 to 3.30; sales, 300 pieces. American Drill, 40-yards, \$5.50 to 5.60 per piece; sales, 1,500 pieces;

30-yards, \$4 to 4.10. American Sheetings: 12½ lb., \$4.40 to 4.60; 14 lb., \$5 to 5.20 per piece. T-Cloths: 6 to 6.2 lb., \$2.35 to 2.40; sales, 10,500 pieces; 6.5 to 6.8 lb., \$2.50 to 2.60; sales, 1,000 pieces; 7 lb., \$2.80; sales, 5,000 pieces; 7.2 lb., \$3; 8 lb., \$3.40 to 3.50; sales, 3,700 pieces; 8.4 lb., \$3.50 to 3.75; 9 to 10 lb., \$3.75 to 4.10. Brocades: White, \$3.70 to 3.80; assorted, \$4.70 to 4.80. Spotted Shirtings: White, \$3.50 to 3.60; assorted, \$4.40 to 4.50; sales, 500 pieces. Turkey Red Shirtings: \$3.25 to 3.75. Chintzes: \$2.20 to 2.45. Shipments to the North have reduced stocks of Long Ells and Spanish Stripes, both of which are dearer. Other descriptions are unchanged, but Lastings and Camlets are weak. Long Ells: H Scarlet, \$9.50 to 9.60 per piece; sales, 340 pieces; H assorted, \$8.70 to 8.90; sales, 480 pieces; H H Scarlet, \$9.60 to \$9.80; H H assorted, \$8.90 to 9.10. Spanish Stripes: Scarlet, 88 to 95 cents per yard; sales, 54 pieces; assorted, 85 cents to \$1. Blankets: 10 lb., \$5.50 to 6.25 per pair; 7 lb., \$3.80 to 4. Lastings, \$17 to 18 per piece; sales, 100 pieces. Camlets: \$17 to 23.75; sales, 75 pieces; Dutch, \$26 to 30 per piece. Metals.—Iron of all kinds is very firm. Lead dearer. Tin has been quoted to some extent on lower terms. Tin Plates unchanged. Quicksilver dull. Iron: Nail-rod, \$3.40 to 3.50; sales, 2,520 piculs; square, round, and flat bar, \$3.10 to \$3.20; sales, 350 piculs; hoop, \$3.60 to 3.80; wire, \$7.50 to 8.25; sales, 130 piculs. Steel: \$4.50 to 5.50 per tub. Lead: \$6.50 to 6.80; sales, 410 piculs; W.B., \$7.20 to 7.40. Tin: Malacca, \$20.50 to 22; sales, 2,900 piculs; Straits, \$18 to 19; sales, 180 piculs. Tin Plates: \$6.50 to 7.50; sales, 950 boxes. Quicksilver: \$65; sales, 50 flasks. Spelter: \$8.60 to 7. Coal.—Stocks light, and very firmly held. English, \$15.50; Welsh, \$16.50; Sydney, \$12, from ship's side; anthracite, \$14.75 to 15—sales.

SHANGHAI.—The telegrams brought by the French mail have allayed the fears of war, and a hopeful tone pervades the market; both dollars and exchange have slightly advanced. Without having any great change to note, it may be said that dealers evince rather more disposition to buy Grey Shirtings, for which there is some demand for local consumption, Ningpo, and the river ports. At Tientsin business is suspended by the drought, the canals and creeks being too low to admit the navigation being carried on. The present dullness may partly be accounted for by its being the periodical or half-yearly settling amongst the Chinese. In a few days demand may increase. There has been some inquiry for goods for Japan. Grey Shirtings: 8 lb. 4 oz. may be quoted firm at Tls. 2.45 for common chops, and at Tls. 2.57 for best eagles. T-Cloths: Without change, best cloths in 7 lbs. Tls. 2.40 to 2.45. White Shirtings: Nothing done and quotations are quite nominal. Camlets: Are still lower; sales of fairly assorted S.S. having been made at Tls. 13.30 per pce. Spanish Stripes: Are without change; a small inquiry exists for scarlet at good rates. Long Ells are quiet, and there are now more sellers than buyers; prices show no change. Figured Orleans: Very few transactions reported, and prices tending in favour of buyers. Lastings: Assorted are dull of sale. Black have been placed at Tls. 14.50 per pce. Metals: The arrivals noted in issue of 1st June having increased Stocks, dealers have fairly supplied themselves, and the market is quiet, but with a good current demand at quotations. Coals: The cargo of the Dorothea is the only one on the market. A small cargo of Sydney has been sold at the extreme rate of Tls. 12.50, but this was an exceptional transaction. Stocks very light. Cardiff, from ships' side, Tls. 16, N. Wales 15, English 14 to 15, Anthracite 12.50 to 13 nominal.

YOKOHAMA.—Money is still very scarce with our customers, and whatever dollars they get for the small lots of Silk sold, are chiefly required for fulfilment of their contracts for Rice and Sugar. Deliveries of these necessities of life have constituted the main business of the fortnight. We remark with much pleasure a growing improvement in the behaviour of the Japanese respecting their contracts. They have, in many instances, shown very good faith, taking delivery of China Rice by no means up to muster, at a fair reduction on contract price, instead of throwing up their bargains altogether, and making fresh and more advantageous arrangements, as they might easily do. In Grey Shirtings a good inquiry exists and stocks are considerably reduced. Sales are made to arrive at better prices than can be got for goods on the spot. The inquiry for Yarn continues and stocks are almost exhausted. Woollens are dull; an inquiry has sprung up for Alpacas. Metals are not much asked for, with the exception of Hoop Iron and Tin plates, and prices are unremunerative. The impression is gaining ground that the opening of the new ports will not materially affect the Yokohama market.

CHINA EXPORTS.

TEA

YOKOHAMA.—The season closes with an unsold stock of about 2,200 piculs, chiefly of inferior and unsaleable character. About 40 piculs of new crop from the Shimosa district is on the market and fresh arrivals are daily expected. Dealers are very firm in their demands, but no settlement has yet taken place to enable us to establish a quotation. A very small parcel, for which a fancy price was given, went by the Colorado. Business is quite at a standstill, the only purchases made during the fortnight having been to close up shipments per Lord Collinwood to London and Colorado to San Francisco. They amounted only to about 800 piculs.

CANTON.—The business transacted in teas during the fortnight has been small compared to that reported on the 28th ultimo. The principal settlements have been in Scented Orange Pekoes at a decline of 2½ to 4 taels upon previous quotations. One chop of Country Congou has found a buyer at 2½ taels. Stock is now 9 chops or 4,020 packages. In Canton Congous a settlement of 500 packages is reported at taels 24½ to 25½. Canton Gunpowders and Young Hysons sales amount to 1,000 boxes each at taels 22 to 28½ for the former, and taels 23 to 26 for the latter. The offer of 38½ taels proportion for the three chops Country Greens has not been accepted, and the stock remains the same, say three chops, without any inquiry. Settlements have been—Country Congous, 1 chop at 21½ taels; Scented Orange Pekoe, 13,000 boxes at taels 24 to 32; Scented Capers, 7,000 boxes at taels 24 to 31; Canton-district Congous, 500 boxes at taels 24½ to 25½; Gunpowders, 1,000 boxes at taels 22 to 28½; Young Hysons, 1,000 boxes at taels 23 to 26.

FOOCHOW.—Messrs. Fussell and Co.'s circular says:—We have now to advise the opening of our market most prematurely (and at prices considerably above what the teamen were prepared to accept) on the 26th

ultimo by the purchase by one firm of about 10,000 chests Congou from Yung-How and Soey-Kut districts at Tls. 28.8 to 32.8 ship off price. It is a matter of much regret that foreigners should have again proved themselves so eager to commence operations, as the stock of Congou on the 26th May only amounted to 40,000 chests, and a very large quantity came to hand within the next two days, and we confidently assert that the teamen were fully prepared to accept at least 2 taels per picul less than the prices which were paid them for opening the market. A large business has been transacted since the opening and prices have steadily hardened, and we now have to report an average rise on all grades of Congou of about 3 taels per picul. Our opinion of the quality of the crop is that medium, fine and finest congous are fully equal to those of last year (the latter grades being by no means in full supply), commoner grades are decidedly inferior, more particularly those from the Sar-Yune and Yung-How districts, containing a very large proportion of old leaf. This fault, however, is apparent throughout the whole crop. The teas generally are well fired, and we think will improve on the voyage home, instead of deteriorating as they did last season. Prices as compared with last year show an average reduction of about 6 to 7 taels per picul. Onlongs have arrived in fair quantity, and prove to be well made and fresh, but deficient in strength; prices compared with last season show a reduction of about 4 to 5 taels per picul. Scented teas are very well made but deficient both in strength and scent. Prices 2 taels lower than last year. Souchongs and Flowery Pekoes: No musters yet to hand.

SHANGHAI.—There has as yet been no business in Black Teas. Two chops only of new tea are on offer, for which the holders (native) cannot obtain the equivalent of Hankow rates. Beyond these, the teas received have been in transit. The crop, as far as we have yet seen, appears to be below the average in quality, the bulk of the samples exhibiting a marked absence of strength. The Ningchows shortly expected from Kiukiang are better spoken of; the finest teas from that port have not yet been shown. It is generally expected that on the arrival of teas from Hankow in quantity, a decline on this market will have to be submitted to. Re-shipments, 700 chests. Stock, 1,500 chests. Total settlements, with re-shipments from the river ports, from 1st June, 1866, to 31st May, 1867, 332,000 chests, against 275,000 chests last year. In Green Teas two small chops of old tea have been settled at about former rates. Prices are said to be lower in the country, finest Moyunes having been bought to lay down here at 35 taels, being about 6 taels cheaper than last year. The yield is expected to be more plentiful this season owing to all the districts being now entirely freed from local disturbances. The settlements comprise, 530 half-chests common Fychow, at 21.5 taels; 530 half-chests medium Pinguey, at 29.5 taels; total, 1,600 half-chests. Reshipments, 1,100 half-chests. Stock, 7,000 half-chests, against 1,000 half-chests at same date last year. Total settlements, with reshipments from the river ports, from 1st June to 31st May, 1867, 365,200 half-chests, against 287,500 half-chests last year.

HANKOW.—Our advices reach to the 1st June. The market was opened on the 23rd May, by Messrs. Overweg and Co., who settled 4 chops for Russian account at Tls. 31.5 to 32.2.5 per picul. Of these two chops only were generally considered fine, and much astonishment at the rates paid was manifested both by natives and foreigners. Business was suspended until the 25th, when 12 chops were settled at prices ranging from Tls. 29.5 to 31.5, showing a fall of more than one tael from the prices paid two days previously. At this reduction a large business resulted, and with few exceptions the buying had become general at the date the steamer left, all the finest teas having been cleared off the market. Medium teas were in good supply, and teamen were anxious to quit these on somewhat easier rates. The quality of the crop was universally regarded as inferior to that of the past two seasons, the teas though flavoured being wanting in body and style. The necessary distinction in value between fine and fair Teas appeared to have been again neglected, but it was expected that on the subsidence of the opening excitement a considerable drop in the prices of these latter would take place. Arrivals to date were more than double those of last year, and settlements, in all 55,000 chests, had been proportionately large. 59,000 chests remained in stock, the bulk of the chops being only of medium quality. Supplies were coming down freely, and a large yield was expected. Quotations were:—Oopacks, finest, 30.0.0 to 31.5.0 equal 2s. 0½d. to 2s. 1½d. per lb. Ditto medium to fine, 26.0.0 to 29.5.0 equal 1s. 10d. to 2s. 0d. Oonams, fine to finest Oonfa, 25.0.0 to 28.0.0 equal 1s. 9d. to 1s. 11d.

KIUKIANG.—We have dates to June 2nd. The market for New Teas had been opened by the purchase of 513 half-chests Ningchow at Tls. 28½ (= 1s. 11½d.), leaving only about 400 chests tea on the market. Chest musters of Ningchow were daily expected, and the full chops would arrive in about ten days' time.

SILK.

SHANGHAI.—The warlike news to the 28th April, received by telegrams via Kiachta early in the fortnight, had some effect upon our market, but the arrival of the French mail with telegrams via Galle to the 9th May, announcing an adjustment of the political difficulties, caused a very active demand, and prices have since been forced up, hour by hour, until we close at the quotations given below. This excitement may be attributed to the many orders at high limits received from home, all of which it is to be hoped have been executed, and if so, we may shortly see lower prices ruling. Of true Classic Chop Silks, the arrivals have been very limited, say—150 bales of which 110 bales have found buyers, leaving 30 bales still on offer. The Silk market was opened on the 30th May, when about 100 bales of Chops Nos. 1, 2, and 3 Tsallee were purchased at taels 525, 505 and 485 respectively. On the following day 50 bales of "Mai-foong" and "Hwa-foong" Tls. 500 to 480 per picul. Operations were not general until the 3rd inst., when about 60 bales of No. 1 Tsallee at 447½ per picul; and 20 bales of Karshing Tay-saam at Tls. 435 per picul for "Gnarling," and Tls. 415 per picul for "Kinling" were sold; and since then the market has been very active and excited. The anxiety shown by foreigners to secure good parcels enabled the Chinamen to obtain extreme prices, and at the close of the mail, the advance upon opening rates is fully Tls. 40 per picul. The transactions are estimated at 1,700 bales, 530 bales of which are going forward on native account. The arrivals from the interior amount to 2,200 bales and from Ningpo 20 bales have been received, and the unsold stock is said to be 500

bales, which will be added to daily, several parcels of Silk being close at hand. The new Silk is much superior to last season in every respect, with the exception of the size, which is decidedly full and coarse. Quotations: Tsaltee, Chops, No. 1, lbs. 555 to 565; do. do. No. 2, lbs. 535 to 545; do. do. No. 3, lbs. 515 to 525.

SILK.

YOKOHAMA.—The market for this staple may be considered as almost closed; arrivals have fallen to a minimum, and quality deteriorates daily. We have no No. 1 whatever, of any description, and have to give our quotations for "best on offer." For the best parcels of what silk is on sale, dealers are apparently firm, but the display of a real desire to do business quickly induces a reduction in their demands. A marked difference will be noticed in our quotations as compared with those of last mail; but at every rate which we quote business has been done. The prospects of the new crop, as far as we can judge at present, are very satisfactory. The weather has been most favourable for both eggs and leaf, and we expect to have musters of new silk before next mail.

CANTON.—The intelligence received, to the effect that political difficulties in Europe had been satisfactorily settled for the present, has caused a more cheerful feeling to prevail in our markets, and silk dealers have become very firm in their demands. A rumour has gained ground among them that the European crop is likely to be a very small one, and it is feared that a combination will be entered into to sustain present high rates. Soon after the departure of the last mail it became generally known that but little silk was to be expected from the first crop, prices in consequence advanced \$20 per picul, and holders became very firm in their demands; the few parcels arriving from the country were taken at current rates, and our market is now cleared of all desirable kinds of silk. In re-reels a fair amount of business has been transacted during the fortnight at gradually increasing rates; we hear of settlements having taken place at \$555 to 560 for second crop silk, and very large contracts are reported. The produce of the second crop will be placed in bulk on this market about the middle of this month; the yield is said to be a large one, but from the unfavourable weather recently experienced, we fancy that much injury has been done to it. Present stocks consist of 25 bales Tsaltees, 15 do. Loongkongs, and 40 do. Kowkongs, which are held for the extreme prices noted below. Quotations: Tsaltee No. 1, \$540 to 545; laid down in London at 4s. 6d. exchange, equal 21s. to 21s. 4d.; Loongkong No. 1, \$325 to 530, equal 20s. 5d. to 20s. 9d.; Lacklow, \$500 to 505, equal 19s. 7d. to 19s. 9d.; Re-reel Cumchook, \$555 to 560, equal 21s. 7d. to 21s. 10d.; Kowkong, \$450 to 460, equal 17s. 7d. to 18s. 1d.

SHIPPING INTELLIGENCE.

ARRIVALS.

At **YOKOHAMA.**—From Newcastle, May 25, Wilhelmina Elise.
At **SHANGHAI.**—From Shields, May 24, Caller Ou; from London, 27, Sir Lancelot, Gossamer, Hoang Ho, Coulakyle, Laurel; from New York, 28, Mary Whitridge; from Liverpool, 28, Maiden Queen; from Cardiff, 30, Anna Dorathea; from Liverpool, June 4, Ajax (str.).
At **HONG KONG.**—From London, May 30, Dora; from New York, 30, N. B. Palmer; from Cardiff, 30, Boanerges and Fair Leader; from Bremen, June 4, Lesmona; from Plymouth, 8, Falcon.
At **MANILA.**—May 23, from Hamburg, Voldadora; 23, from Glasgow, Ordalia; 25, from Liverpool, Trinidad; 27, from London, Ogono.
At **SINGAPORE.**—June 13, from Glasgow, Huntley Castle; 16, from Rotterdam, Johanna Antonia; 19, from Swansea, William Chandler; 19, from Glasgow, Edinburgh Castle; 20, from Liverpool, Lanercost.
At **PENANG.**—June 15, from London, Zingra; 15, from Boston, Borneo.
At **BATAVIA.**—June 10, from Glasgow, Priam and Annie Story.

DEPARTURES.

From **YOKOHAMA.**—May 17, for London, Lord Collingwood.
From **SHANGHAI.**—None.
From **FOOCHOW.**—For London, May 31, Maitland; June 1, Serica; 2, Tsaping; 4, Fiery Cross; 5, Whiteadder; 8, Ziba; 9, Taitaing.
From **HONG KONG** and **CANTON.**—For London, June 7 Min; 2, Belted Will (from Macao); 4, Deerfoot (from Whampoa).
From **MANILA.**—June 1, for Cork via Zebu, Esmerald.
From **SINGAPORE.**—None.

VESSELS LOADING.

At **YOKOHAMA.**—For London, none; for New York, Havelock, Benefactress.
At **SHANGHAI.**—For London, Anglo-Saxon, City of Aberdeen, Elmstone Coulakyle, Worcester, Gossamer, Isles of South, Peter Denny, Silver Eagle, Sir Lancelot, Minfell, Agamemnon, and Ajax (str.).
At **HANKOW.**—Ada, Eliza Shaw, Challenger.
At **FOOCHOW.**—For London, Black Prince, Flying Spur, Ariel, Taewau (since reported as lost in the river), Yangtze, all to sail in a few days.
At **CANTON.**—For London, Fukuan, Alma, Wemyss Castle, Nippon, Passe Partout.
At **MANILA.**—For London, Monarch; for Cadiz, Elena; for New York, Wild Rover, Daniel Marcy; for Boston, Pocahontas; for Liverpool, Hunilla, Mitchell.
At **SINGAPORE.**—For London, Thunmeda, Jean Meyer; for Liverpool and Glasgow, Edinburgh Castle.

FREIGHTS AND CHARTERS.

At **YOKOHAMA.**—To London: Cotton and tea, £3 to £3 10s.; silk, £4 10s. To New York: £2 10s. to £3.
At **SHANGHAI.**—For London: For clippers the rate has declined from £5 to £4, owing to several arrivals. The vessels at Hankow get £6 10s. to £7.
At **FOOCHOW.**—For London: The rate for clippers £4, and the Oriel fills up at £4 10s. For Australia: £3 10s. to £3 15s.
At **HONG KONG** and **CANTON.**—For London: £3 10s., and following the Shumlee is reported chartered at £3. For New York: Nominal. Rice and coast charters are active.
At **MANILA.**—Tonnage is scarce, there being no vessel without employ-

ment, and the demand being good, £3 to £3 5s. per ton would be paid to load dry sugar for London or Liverpool. The Emerald has been taking up during the fortnight at £3 15s. per ton for 800 tons sugar, and 100 tons hemp to load at Cebu for Cork or Falmouth for orders, to discharge in United States.

At **SINGAPORE.**—Freights continue very firm for all voyages. The vessels on the London berth are fully engaged at £3 per ton all round, and it is probable next ship will demand a higher rate. The Edinburgh Castle has just taken the berth for Liverpool at £3 10s., and for the Clyde at £3 15s. per ton. Tonnage in the harbour is exceedingly scarce, and, with some demand for vessels, we are likely to see a continuance of high rates for some time to come.

At **BATAVIA.**—Tonnage continues most exceptionally scarce, in fact there are only one or two vessels, just arrived, and still discharging inward cargoes, that are open for charter. There are but few vessels expected from Holland, and we look for extreme rates all through this year. The Kosmopoliet II. has been fixed at f.82.50 per last, equal to fully £4 per ton E.I. Company's conditions, for Sugar and Coffee to Holland.

SHIPS' REPORTS.

HONG KONG.

The P. and O. Company's steamer Sunda reports having left Shanghai on Friday, June 7th. Off the Light Ship exchanged colours with the British ships Lauderdale and John Banks, both vessels wished to be reported. Between Gutzluff and the Light Ship, passed the British steamer Cadiz bound up the river. Off the Namki Islands passed the British steamer Shaftesbury and H.M. S.S. Pearl steering to the Northward and Eastward. Experienced light N.E. winds and fine weather throughout the first part of the passage, latterly variable winds and hazy weather with passing showers.

The British ship Falcon reports having left Plymouth on February 18th, was 40 days to the equator, which was crossed in 22.30, after 15 days calms and light winds. Passed the meridian of the Cape 65 days out. Thence to Anjer 26 days, and 14 days up the China Sea, making in all 106 days. Off Anjer Point was boarded from the British ship Wild Deer, from London, bound to Shanghai, chief officer reported captain sick and had been sent on shore there, being unable to proceed in the ship, and she was to be sent on to her destination in charge of a pilot from Singapore.

The British ship Boanerges reports having left Cardiff, Nov. 30th. Experienced a succession of south and south-westerly gales for an entire month. No N.E. trades to speak of. Crossed the equator Jan. 19th in 25.48 W., thence moderate breezes and fine weather to the Cape, which was passed on Feb. 19th in 39.12 S. Strong south westerly gales and a continual succession of gales and calms. Tried the eastern passage, and managed to get as far as Timor Straits, where, although the wind was fair, the current was so strong that she could not stem it, and after trying for fourteen days had to bear up. Anchored on May 4 in the Straits of Allase, off Bally Island for water, and succeeded in getting a supply with the ship's boats, and left again on the 8th. Crossed the line this side, on the 17th, and came through the Java Sea and Caramatta Passage.

SHANGHAI.

British steamer Ajax—March 9, left Liverpool; June 4, arrived at Shanghai. Experienced strong S.W. winds up to Madeira. Crossed the Equator March 25. Had moderate S.E. monsoons. Passed the meridian of the Cape of Good Hope April 7. Arrived at Mauritius April 19; left April 23. Put into Penang May 7; left May 10. Arrived at Singapore May 12; left May 17. Arrived at Hong Kong May 23, and left 29. The first part of the passage strong N.E. winds, with fine weather; the latter part of the passage light winds with thick weather and fog. Anchored at Woosung June 3, 5 p.m.; arrived at Shanghai June 4, 3 p.m.

SINGAPORE.

The Dutch steamer M. S. Van Rochussen, reports that the French ship Pampelmousse, had run on the Karang Hadjee Shoal on the night of the 15 June, W.S.W. from the lighthouse off the point.

By private advices from Penang, per steamer Pluto, we learn that the Prussian brig Tamerlan, Captain Alexanderson, which left that port for London on the 13 May, was totally wrecked off Acheen Head. The crew and part of the cargo saved.

Othello, Manila to Sydney with sugar and hemp, abandoned; was picked up at sea by the British barque Zoe, and brought into Singapore.

VESSELS PASSED STRAITS OF SUNDA.

Date.	Ship.	From.	To.
May 3	Geppard	Manila	London
—	Eastern Star	Singapore	London
— 10	Priam	Glasgow	Batavia
—	Nippon	Batavia	Rotterdam
— 15	Nellie Hastings	Cardiff	Japan
—	Star of China	London	Shanghai
— 16	Wild Deer	London	Shanghai
— 17	Eliz. & Jacoba	Batavia	Amsterdam
— 19	Hugh Fortescue	Whampoa	London
— 20	Vanguard	Shanghai	London
— 22	Falcon	Falmouth	Hong Kong
— 23	Kosmopoliet II.	Dordrecht	Batavia
— 24	Bhering	New York	Japan
—	Hindustan	Bordeaux	Batavia
—	Her Majesty	Manila	London
— 27	Suzanne	Singapore	Bordeaux
—	Helen Nicolson	London	Shanghai
—	Wyk aan Zee	Batavia	Amsterdam
June 4	Dilkhoosh	Manila	London
—	Fortuna	Cardiff	Shanghai
—	Coral Nymph	Sunderland	Shanghai
—	Kandaughauer	Batavia	Holland
—	Birchgrove	Whampoa	London
— 2	Agusta	Manila	London
— 5	Hayo-Mayo (st.)	Cardiff	Japan

Date.	Ship.	From.	To.
— 6	St. Jan	Batavia	Holland
— 6	Scawfell	Cardiff	Hong Kong
— 6	Huntly Castle	Glasgow	Singapore
— 7	Sir Wm. Wallace	Cardiff	Shanghai
— 7	Philomela	London	Yokohama
— 7	Tinzel	Cardiff	Chefoo
— 8	Oud. a.d. Amstel	Rotterdam	Batavia
— 8	President Plrte	Rotterdam	Batavia
— 9	Helena & Anna	Falmouth	Batavia
— 9	Me aura	Singapore	Liverpool
— 10	Meteor	New York	Shanghai
— 10	Pegasus	New York	Shanghai
— 10	Argonaut	Bordeaux	Singapore
— 10	Betty Perlbach	Manila	Cork

COMMERCIAL POSTSCRIPT.

ARRIVAL NOT IN THE TABLES.—At Queenstown, from Rangoon, Belpore; July 25, at Cowes, from Singapore, William; at Glasgow, from Singapore, Roslin Castle; 24, at Brouwershaven, from Java, Helvoetsluis; 24, Of Dungeness, from Batavia, Ida Gertrude.

DEPARTURES.—July 25, from London, for Hong Kong and Canton Charlotte; 24, from Cardiff, for Singapore, Nouveau Nomade; 25, from Newport, for Singapore, Schelde.

LAID-ON.—At London, for Hong Kong and Canton, Albert Victor; at Liverpool, for Galle, Alaric.

SPOKEN.—Saladin, London to Colombo, June 12, 3 N., 27 W.; Antje, Newcastle to Singapore, June 12, 3 N., 24 W.; Ocean, Cardiff to Singapore, June 19, 10 N., 26 W.

MISCELLANEOUS.—At Ancona, July 14, Elizabeth Johanna, Schenk, from Amsterdam, and left 15 for Singapore.

ROTTERDAM, JULY 25.—The Trading Company's sugar auction, held to-day, 38,924 mats offered, gave the following results:—No. 11, 30½f.; No. 12, 81½f.; No. 13, 32½f.; No. 14, 33½f.; No. 15, 32½f.; No. 16, 38½f.; No. 17, 34f.; Nos. 18 and 19, 34½f.; No. 20, 85½f. Shipping Arrivals: Brouwershaven, July 24, Helvoetsluis, from Java.

TURKEY AND INDIA.—The *Daily News* remarks that when the immense political and commercial interests we have in India are considered, a remembrance of what has been done, with the friendly aid of Turkey and Egypt, to bring India and England nearer together will be mingled with surprise that more has not been accomplished. While we are all anxious to give the Ottoman Government full credit for the facilities it has accorded or is ready to accord us, there can be no impropriety in pointing out that the Turkish Government can only benefit by every measure which makes its territory a better frequented road to India. At present, however, we are not making the best of the advantages which lie before us. Our passenger traffic, with the mails and the more precious articles of merchandise, follow the route through Egypt, whereas the valleys of Antioch and the Euphrates offer a road which seems to have been marked out by nature for our purpose. A railway of nine hundred miles from sea to sea would give us the best access to India, saving a thousand miles in distance, and shortening the period of transit by ten days. The introduction of so great an undertaking, and its maintenance and working, in the most valuable part of the Sultan's dominions, could not fail to be followed by immense advantage to the Turkish Government and the people.

ENGLISH ENGINEERS IN EGYPT.—The following letter has appeared in *The Times*:—"Sir,—While the Viceroy has been entertained in England we have had a somewhat serious complication with his Government here which may be of interest to your readers. Among the engine-drivers on the Alexandria, Cairo, and Suez line of railway a very large proportion are Englishmen. These men, who took service under the Egyptian Government, deceived by the promise of wages higher than those in England, not taking into calculation the more than proportionate expenditure, have found that not only are these wages small, but that they are seldom, if ever, paid, while the other conditions of their contract are deliberately neglected. Dissatisfied with this state of things, they were suddenly, without any pretext whatever, dismissed from their posts, their salaries in arrear and pay for extra work plainly refused. They applied to their consulate, but British interests in Egypt are a byword, and the importunities of our consul met with either contemptuous silence or determined refusal. An examination was at last agreed to. The Commissioners, including our consul at Cairo, Mr. Reade, Bett Bey, and Mr. Phillips, of the railway, and others, were in favour of the engine-drivers; another appeal was made to the Government, and met with the same result. Now, as a last resource, Mr. Reade, as acting consul-general, has deducted from the annual subsidy the amount due; the cheque for the balance has been offered to Cherif Pasha, who, however, refuses it, and has entered a formal protest.—I remain, Sir, yours truly, MOBERLY BELL.—Alexandria, July 12."

PAIGE V. SHEPHERD AND OTHERS.—Mr. Coleridge, Q.C., Mr. H. T. Cole, Q.C., and Mr. Pinder were counsel for the plaintiff; Mr. Kingdon, Q.C., and Mr. Lopes for the defendants. This was an action brought by Captain Paige, late master of the *Solent*, against the owners, Messrs. Shepherd, for wrongful dismissal from the command while at Hong Kong, on a charge of drunkenness, &c. Captain Heaton, Mr. Douglas Lapraik, and others, lately returned from Hong Kong, were called as witnesses. The evidence on both sides chiefly consisted of the depositions of persons who were abroad, and which occupied an immense time in reading. Of course, the evidence was completely contradictory—that on the part of the plaintiff being given with a view to rebut the allegation of intemperance, and on the part of the defendants to prove continual acts of drunkenness. The case lasted nearly two days. It was arranged that, as the action was not brought for damages, but for character, if the jury found for the plaintiff the judge should award the amount to be given to him. The jury retired for a short time, and then returned a verdict for the plaintiff, and the judge awarded him £50.

The German residents in China have sent Count Bismarck a testimonial

in the shape of a silver goblet, five pounds in weight, and thickly gilded on the inside. On the cover is a bust of the Minister, and on the foot of the goblet are the arms of Generals von Roon, Moltke, Herwarth von Bittenfeld, Vogel von Falkenstein, and Steinmetz.

The case of the captain of H.M.S. *Perseus*, proceeding to the Pelieu Islands to demand satisfaction for the murder of Captain Cheyne, and the retribution demanded, viz., the execution of the King, is undergoing official investigation, and will be noticed in our next.

Continental Intelligence.

HOLLAND.

(FROM OUR OWN CORRESPONDENT.)

ROTTERDAM, July 24.

The chief item of news is that our official paper, the *Staats Courant*, has published at last the name of the new Minister of the Colonial Department. The Cabinet, after having negotiated during some weeks with the principal members of the Conservative party without the least success, found a successor for Mr. Trakranen in Mr. J. J. Hasselman, formerly a resident of Djocjocarta, and lately a burgomaster of Tiel. This appointment has caused a good deal of sensation here. None of the parties are satisfied. Up to the present he has been quite unknown as a statesman. Thus the Cabinet is patched up, and our political horizon has cleared up totally; Mr. Heemskerck having decided to hold his portfolio even without dissolving the First Chamber, which, as I told you in my last, outvoted the Bill to reorganise the National Guards.

The last Rio mail brought bad news about the clipper frigate *s'Gravenhage*. A great interest was felt here about the fate of this vessel. She was provided with auxiliary steam-engines, and was built for the transport of passengers. Not only a great many persons took passage, but also a transport of 300 soldiers were shipped. The vessel, we now learn, put into Rio Janeiro on the 13th June leaky, and is recommended to be partially discharged. On the 10th of July it was going into the dock. It is said that the ship will remain at least two months in that harbour. The troops passed over on a Portuguese man-of-war, and the passengers are obliged to live on their own account in the town. So runs the story, which I think is well founded.

The Prince of Orange returned some days ago from Paris, and the King still remains at his seat, "het Loo."

It is now decided that the Commander-in-Chief of the military forces in Schleswig-Holstein shall have his seat at Altona, and Mr. W. Pustau's house on the Palmalle has been taken for three years certain for his Excellency's accommodation.

SHIPPING INTELLIGENCE.

ARRIVALS.—July 15, at Brouwershaven, from Banjoewangie, Gebroeders van der Beek; 17, from Banjoewangie, Ternate and Bezokkie; at Texel, from Tjilatjap, Jacob; from Banjoewangie, Maassluis.

DEPARTURE.—July 15, from Texel for Singapore (via Sunderland), Vice-Admiral May.

PASSENGERS INWARD.—From Java, per Ida Elizabeth: Mr. J. van Toorn and family, Mr. J. Salen and child; per Kanagawa: Mr. Verberne and family; per Louise: Mr. G. Eslinger; per Sumatra: Mr. Julius Rademacher; per Ternate: Mr. Carstens and family, Mr. B. Burg, Mrs. van der Bent and children; per Bezokkie: Mr. Van Delden and family, Mr. Overbeek and one child, Miss Bouricius, Mr. Ham, Miss Roessanaer; per Maassluis: Mr. Vriesman, Mr. Bruins, Mr. Anten, and Mr. Langenberg.

RUSSIA, GERMANY, &c.

(FROM OUR OWN CORRESPONDENT.)

HAMBURG, July 23.

The *Journal de Geneve* publishes the following private letter from Japan, dated Yokohama, May 9:—"The local news of the day turns on a dispute that has broken out here between Prussia and Switzerland, concerning a piece of land that the Japanese Government ceded to the former Swiss Consul here—Dr. Lindau—and which the latter (who is a native of Prussia) caused to be entered in the Register of the Prussian Consulate General as his private property, but which has lately been claimed and taken possession of by the new Swiss Consul-General, Mr. Brennwald. In consequence of this the Prussian Consul-General, who is at the same time the diplomatic Chargé d'Affaires, gave his Swiss colleague friendly notice that he had received instructions from his Government to have the Swiss Federal flag removed from the piece of land in question. In order to avoid a conflict with the Germans, who are more numerous here than the Swiss, and as there is, moreover, a Prussian corvette in the vicinity, Switzerland was obliged to give way and have the flag hauled down, which has since been hoisted on an adjoining spot appropriated for the locality of the French Consulate, where the representative of France has granted it his hospitality till the question is finally settled between the respective Governments in Europe, either by a court of arbitration or the usual diplomatic intervention."

Austria has for some time past had it in contemplation to change her silver currency and introduce the system adopted by France, Switzerland, Italy, and Belgium, with a gold coinage. To this will be added the decimal metrical system of weights and measures. As far back as the beginning of last year an Imperial scientific Commission was appointed, the chairman of which was Admiral Wüllerstorff, at that time Minister for Commerce, for the purpose of examining the question in all its bearings and the expediency of introducing so great an alteration, together with proposals for the easiest mode of effecting it and drawing up tables for the reduction from the old currency to the new, and vice versa. The Commission did not hesitate to report so favourably on the subject that the Emperor has now resolved that the alteration shall take place as soon as possible, and the first step has already been taken by Baron von Beust, now promoted to the dignity of Chancellor of the Empire—an appointment that has been lying dormant since the death of the first Prince Metternich—who has given Prussia formal notice of the Emperor's intention to dissolve the monetary treaty now in force with Prussia, for the purpose of being at liberty on the 1st of January next to join the treaty between the above-named four States.

NOTICES TO CORRESPONDENTS

No notice can be taken of anonymous correspondence. Whatever is intended for insertion must be authenticated by the name and address of the writer, no necessarily for publication, but as a guarantee of good faith.

A Register is kept of the addresses of all persons connected with the FAR EAST, and reference can be made to the same by personal application at the office or by letter.

Any information required by Subscribers, in reference to Commercial or General matters in CHINA, JAPAN, SINGAPORE, and other parts of the FAR EAST, will be supplied on application at the Office, where files may be seen of the Journals published in those countries.

THE LONDON AND CHINA EXPRESS.

PUBLISHED on the departure of the Mails via Marseilles on the 10th, 17th, and 26th, contains a Summary of European, American, and General News; Commercial and Shipping Reports, and Special notices of Trade with the FAR EAST.
Subscription 54s. per annum, including Postage. Export Supplement 12s. extra.

The London & China Telegraph.

LONDON, SATURDAY, JULY 27, 1867.

THE BRITISH MINISTER IN CHINA AND THE TREATY PORTS.

OUR last advices from China convey the intelligence that Sir RUTHERFORD ALCOCK, after a prolonged period of apparent inactivity at Peking, had started on a tour among the Treaty Ports, a duty which, we fear, has been too long neglected. So little has been heard of his Excellency since the commencement of the present year, that it is quite refreshing to be able to chronicle some movement on the part of the British Minister; or, to give him for once his full style and title—"Her MAJESTY'S Envoy Extraordinary, Minister Plenipotentiary, and Chief Superintendent of British Trade in China." Surely the last-named of these three distinctions has of late lost something of its significance. Shall we be considered impertinent if we venture to ask in what the duties of a "Chief Superintendent of Trade" consist? In a close supervision of the movements of all British subjects, with the view of enforcing every possible restriction on their freedom of action, with a rigid determination to interpret every doubtful point in the treaty in the manner most adverse to their interests? Or in keeping a careful watch over those interests, protecting them, as far as may be, from the obstructions or extortions of ignorant and corrupt local Governments? Or in both of these—say a good deal of the first, and a very little of the last? It is in real earnest, and with no simulated anxiety, that we ask these questions, for the course of events under the present *regime* has been such as to excite some apprehension that the tide of our prestige in China is once more on the ebb, and that our representative is somewhat lax in his exertions to stem the adverse current. It cannot be done by inditing lengthy despatches or official essays, the meaning of which is obscured amid a cloud of redundant verbiage and stilted phraseology; the writer meanwhile enjoying a life of dignified repose at Peking. There are apparently two causes that militate against the practical efficiency of our diplomatic and consular services in China. The first is an unfortunate effect that the study of the language generally has upon our sinologues, whereby they become imbued with an unreasoning admiration for the forms, ceremonies, and points of etiquette peculiar to the natives, the result of this being that they eventually come to regard all questions under discussion rather from a Chinese than an English point of view, their national sympathies as well as their faculty of perception being held in abeyance by the narrow-minded prejudices thus imbibed. Of this we have of late years had but too many instances. The second cause of this inefficiency is to be found in a sense of uneasy self-importance that pervades the entire service, though more frequently manifested in its lower ranks. An apt illustration of this is afforded by a Consular officer, of whom it is told—with what truth we know not—that, being once remonstrated with by a merchant for failing to give due consideration to a complaint laid before him, he said, with much *hauteur*, "I am here, Sir, not to be bothered with your petty grievances, BUT TO REPRESENT HER 'MAJESTY'!" which he doubtless held to be conclusive. These remarks must not be understood as a sweeping condemnation of the service, which numbers many gentlemen conspicuous for their high attainments and conscientious endeavours to discharge their duties with fidelity. We

only wish to point out, that were it not for our vast mercantile interests in China, no Superintendent of Trade, no Consular officials, would be necessary; and therefore, that as they are necessary, and do actually exist, their first duty is the careful protection of the interests that have called them into being. The duties of an Envoy or Minister may doubtless be best performed at the Court to which he is accredited. Those of a Superintendent of Trade as clearly require that he should pay frequent visits to the ports at which the trade is carried on; that he should exhibit an active personal interest in it; and that above all, he should never cease his endeavours to procure the fulfilment of each clause in the treaty, not so much to the letter as in a broad and generous spirit.

If carried out with a due sense of its importance, Sir RUTHERFORD's tour will not be barren of results. Work has been accumulating, and awaits him probably at every port. The merchants at Chefoo have eagerly seized the opportunity of laying before his Excellency a statement of the condition of trade at their port, and urging the necessity of removing certain vexatious obstacles that at present impede its development. They are subjected, it appears, to perpetual annoyances and illegal exactions by the Mandarins, and can obtain no redress for injuries constantly inflicted on their property. Repeated appeals to the Consul have produced no effect, and they very naturally feel that the presence of the Minister, and a strong representation made by him on the spot, would show the local Government that British interests are not left entirely unprotected, and would at least afford them some chance of being more equitably treated. They also make an effort to enlist Sir RUTHERFORD's sympathy with the project for connecting Chefoo with Tsinanfoo by railway, and even hint at the possibility of obtaining permission to work certain coal mines in the neighbourhood, and to make some twenty miles of tramway to bring the coal down to the sea. Surely, our Chefoo friends have been reckoning without their host. They should have reflected a little, and called to mind the action of Sir RUTHERFORD ALCOCK on this very question of railway construction last year. The feeble nature of his representation to Prince KUNG; the apathy with which he waited six months for a reply; and the calmness and apparent gratification with which he received a contemptuous refusal, and coolly recommended the "China Railways Company" to give up their project, can hardly be considered favourable omens for the development of English enterprise in China, either in the construction of railways, the working of mines, or in any way at all. Still, we may reasonably hope that some benefit will accrue to Chefoo from his Excellency's visit.

Shanghai, in virtue of its Supreme Court, its large consular establishment, and its "Mixed Court," can dispense with much attention from the Superintendent of Trade, better, probably, than any other port. Of the rest, Amoy seems to be the place where his presence is most urgently required. Here, again, we find a trade, once brisk and lucrative, being gradually extinguished by the imposition of an outrageous tariff of illegal duties, against which repeated remonstrances have, as usual, been quite unavailing. These exactions were commenced, we find, in 1860, and were increased to a serious extent in 1865. Appeals through the Consul to the Superintendent of Trade having been found useless, efforts were made to defeat the thieves of the local government by sending goods up the country under a "transit-dues certificate," as provided for by Article XXIII. of the Treaty. But so complete a reign of terror was established by the mandarins that no natives could be found to take charge of such goods, and this course had to be abandoned; since which the "squeeze" has been remorselessly enforced, to the almost total destruction of the import trade. By the article above alluded to, the privilege is accorded of conveying goods to any part of the interior, on payment of a transit duty of 2½ per cent. A memorandum now before us, from a thoroughly reliable source, comprises a list of twenty-eight articles of import, with the amount of the "mandarin tax" levied on each; and from this it appears that the lowest "squeeze" exacted by these cormorants is five per cent., or exactly double the authorised transit duty, while the highest actually rises to ninety per cent.! Here is work for the Superintendent of British Trade. Let him take this matter up in earnest, and not rest until the whole villanous system is swept away, and our trade freed from the harpies that now hold it in their felon grip. Or, if Sir RUTHERFORD cannot be bothered with such petty grievances, let the Amoy merchants resolve to make their demands heard through another channel, and unite to bring the matter under the direct notice of the Home Government. A

more flagrant breach of the Treaty and of good faith, or one more disgraceful alike to the Chinese Government and to British representatives, has never come under our notice.

THE IMPROVEMENT OF YOKOHAMA.

WHEN we last alluded to this subject we indulged in what may perhaps have appeared unnecessarily gloomy forebodings regarding the future unhealthiness of the settlement of Yokohama—such remarks being suggested by the letter of "M.D., M.R.C.S.E.," which, unhappily, has already proved to be prophetic. Our correspondent, it will be remembered, pointed out that the method adopted of filling in the new portion of the settlement, coupled with the absence of any efficient system of drainage, would certainly engender fevers of a typhoid type, resulting in an increase of sickness and death; and the correctness of his inference is amply verified by the following statement, quoted from the *Japan Herald*:—"The weather is charming and the country looking perfectly lovely. Unhappily, the streets of Yokohama, completely without drainage, are in a most noisome state, and typhoid fevers are becoming epidemic, as a natural consequence. Many Japanese servants are down with them. When too late we shall perhaps manage to get some protection from such and other evils, by means of effective municipal government, but at present we see not the slightest chance of such a boon." Why is it, we would ask, that there is no present prospect of the organisation of an effective municipal government? Want of pecuniary means cannot be the obstacle, for Yokohama, with its large and growing silk trade, must be, in proportion to its size, almost as wealthy a settlement as Shanghai. Is it then owing to the absence of administrative talent? Every Eastern settlement, however small, boasts of at least a few men sufficiently public-spirited and energetic to undertake the duties of municipal government, and in most cases to carry them on satisfactorily; surely such a community as that of Yokohama should be no exception to the rule. Whatever may be the cause of this unfortunate state of affairs, there can be no doubt as to its ultimate results. If the land-renters do not promptly put their shoulders to the wheel, and make a vigorous effort to remove the stigma that now attaches to their settlement, it will not only lose its character as a sanitarium for the China ports, but will cease to be a pleasant and healthful place of residence for themselves. The work of reconstruction now going on offers a golden opportunity of effecting a permanent improvement not only in the outward aspect, but in the sanitary condition of the place, and thus preserving it from becoming a mere "whited sepulchre"—fair to look upon but deadly to enter into.

RUSSIAN TRADE WITH CHINA.

A VOLUMINOUS Blue-book just published contains the reports of Her MAJESTY'S Secretaries of Legation in Belgium, Spain, Holland, and Russia on the trade of those countries; and a space of no less than 213 pages is occupied by a minutely circumstantial account of the trade between Russia and China, compiled by Mr. J. SAVILE LUMLEY. So bulky and diffuse is the report that no process of condensation would suffice to bring all the subjects it includes within the limits of our space; we must therefore be content to extract some of the interesting information it conveys relative to one important branch of the trade, namely, the importation of tea into Russia by the overland route *via* Kiachta.

It appears that tea is the only article of any real importance now conveyed from China into Russia across the Mongolian frontier. Silk and cotton piece goods were formerly imported, chiefly for the Siberian market; but the demand for these is now so amply supplied by home manufactures that this branch of trade can scarcely be said to exist. Sundry articles of Chinese lacquer-work, blinds, and baskets of split bamboo, vases, cups, &c., of nephrite, agate, and cornelian, tobacco, dried fruits and sweetmeats, as well as a few shawls and dressing gowns of rich silk embroidery find their way to Moscow and St. Petersburg, but their amount is too trifling to be taken into consideration. It was formerly supposed that the caravan tea was of a better description than the tea which reaches Europe from Canton, and this was thought to be the chief reason of its high price, but such was not the case; the tea imported into Russia by Kiachta and that exported from China by Canton comes from the same plant and from the same plantations; the black teas chiefly from the province of Fukien, the flower and coloured teas principally from that of Nganhwui. The trade is carried on in China by merchants resorting to Kckow

in Kiangsi, the great emporium for the tea from Fukien and Nganhwui. The purchases for Russia are generally made by merchants from the province of Shanssee, who buy tea of the first growth and pay 15 or 20 copecks (5d. to 6½d.) per pound dearer for it; but this is a small item of the charges that weigh on the article before it reaches the Russian consumer. The Kiachta merchants assert that the collection and drying of the first crop is carried on with more care than those of the ensuing crops, and give this as the reason for the superiority attributed to the caravan tea over that of Canton. For a long time it was also supposed that the sea voyage spoilt the flavour of the tea, but this has been disproved by persons qualified to pronounce judgment on the relative flavour of the tea brought by land or by sea.

Everything connected with this trade is so exceptional that some account of the extraordinary route by which the tea is conveyed to Russia may be interesting. A considerable proportion of the tea destined for the Kiachta overland market is sent direct from Hankow down the Yangtsi-kiang to Shanghai, some is also sent from Foochow and Canton to Shanghai; but most of it is collected in the province of Fukien to the north-east of Canton, from whence it is despatched by land or water to Chuh-chan. Thence it is conveyed by coolies, in the manner described by Fortune, over the mountains to Kin-chan. Here the tea is loaded into small boats, taking about 200 chests each. It is then conveyed 40 versts down a stream falling into the Chen-tang, where it is reloaded into boats carrying 500 chests. Passing the town of Hankow, the boats emerge into the Eastern Sea, and coasting along reach the river Kising, up which they proceed to the town of Shanghai. Here the tea is reloaded into larger vessels, carrying as much as 1,500 chests, besides other goods. These vessels, after leaving Shanghai, proceed along the coast to Tientsin, which place they reach, if the weather is favourable, in about fifteen days. The tea is once more reloaded at Tientsin into small boats, taking about 200 chests, which follow the windings of the stream Barkoe and reach Tienshae, about 22 versts from Peking, in the space of ten days. From this point the tea is transported by land on camels and in bullock carts to the frontier fortress Chang-ke-kow or Kalgan, at the great wall, a distance of about 252 versts, and thence across the steppe or desert of Gobi, 1,282 versts, to Kiachta. The transport from Fukien to Kiachta occupies two or three months, according to circumstances. The towns of Kiachta and Maimatchin, situated on opposite sides of the frontier line, form together the seat of the caravan trade. The two towns are separated merely by a barrier, and free access between them is allowed during the day, but rigidly prohibited at night. The traders in Maimatchin number about 1,500 persons, belonging chiefly to the northern provinces, and continue in the trade for a series of years, going and returning with their goods, and never being allowed to take with them their wives and families. The arrival of the Chinese dealers with their teas at Maimatchin is the signal for the commencement of the annual trade. From Kiachta the winter route is by Selenginsk and Verkne-Udinsk, and across Lake Baikal, over the ice to Irkutsk, a journey of from seven to eight days. This route is generally available from the middle of January to the middle of April. Lake Baikal is 350 miles long and 40 miles broad. There is occasionally great difficulty in crossing it in consequence of its surface being free from snow; in some instances, with a fair wind, a sail is hoisted and horses are dispensed with. This would seem to point to a practical adaptation, for purposes of transport across Lake Baikal, of ice-boats, such as are used for pleasure on the Neva, in the winter, at St. Petersburg. The transit from Kiachta to Nijni-Novgorod often occupies six months, owing to the delays occasioned by the ice in the rivers, but it is sometimes performed in half the time. The distance from Kiachta to Moscow is 5,936 versts, and from the tea growing districts to Kiachta 5,000 versts, making a total of 10,936 versts (7,291 miles), which the caravan tea has to traverse before it reaches the Moscow market.

Mr. LUMLEY terminates this part of his subject with a series of tables filled with elaborate calculations to show the relative cost of conveying tea to Moscow by every possible land and sea route, the chief results of which may be summed up as follows:—A pound of the cheapest description of tea of the third growth costs in the tea districts of China 5d.; by the time it reaches Kiachta 11d.; and on reaching Moscow 2s. 2d. One pound of the same description of tea conveyed from London by sea to St. Petersburg and thence by rail to Moscow, costs 1s. 10d.; and when conveyed by sea to Konigsberg and

thence by rail to Moscow 1s. 9½d.; while tea from Hamburg can be conveyed to St. Petersburg and Moscow for 1s. 6½d. It is therefore evident that although the Kiachta trade may still be able to meet with profit the demand for tea in Siberia and the northern provinces of Russia, it cannot compete with the European trade, by which the southern and western provinces of Russia are now supplied.

We understand that the newly constituted "GERMANIC LLOYDS," having now completed its organisation, has appointed the following firms to act as its Agents in the East Indies and China:—At Hong Kong, Foochow, and Shanghai, Messrs. SIEMSEN and Co.; at Amoy, Messrs. PASEDAG and Co.; at Saigon, Messrs. BEHRE and Co.; at Bangkok, Messrs. MARCKWALDS and Co.; at Batavia, Messrs. BUSING, SCHRODER and Co. at Singapore, Messrs. BEEN, MEYER, and Co.; at Penang, Messrs. FRIEDRICH and Co.; and at Calcutta, Messrs. CAUSTHAUSEN, OESTERLEY and Co. The Articles of the Association are now being translated into English for publication.

PLANTS FOR THE EAST.

Letters have been received from Dr. G. Henderson, secretary to the Agricultural and Horticultural Society of India, dated Lahore, June 7, 1867, accompanied by a copy of the minutes of the society, and containing some information for the benefit of residents in India and China and their friends in England. Hitherto it has been a great difficulty to get plants—vines and stone fruit-trees—to succeed when sent out to the East, and the great expense attending such shipments has prevented their being sent as much as they otherwise would. By means of the case invented by Mr. Christy success is insured at a very low cost, as will be seen by the following extracts. The case is constructed like an ordinary packing-case, with divisions, zinc lined, and it is shipped as ordinary merchandise, thus entirely obviating the necessity of the old-fashioned glass cases, which at all times require the greatest care on board ship as well as in land transit.

Extract from a letter dated Feb., 1867.

(From Dr. George Henderson, Honorary Secretary of the Punjab Agricultural and Horticultural Society, intimating the receipt, in excellent condition, of a collection of plants from Mr. John Waterer, jun., Bagshot, Surrey.)

"I yesterday opened two cases of plants sent out from England by Mr. Waterer, and packed according to the plan invented by Mr. Thomas Christy. These plants left England on November 20, and reached Lahore January 20. Each box weighed a little over a maund, and contained 50 plants. With four exceptions, every plant was as fresh as the day it was packed. If any of the subscribers to the Calcutta Society ask your advice about getting plants from England, you should advise them to order the plants from Mr. John Waterer, jun., of Bagshot, Surrey.

"It is a great point to have the plants landed in India early in the season, say not later than the end of January, and earlier if they have to go up the country."

Extract from a letter dated Lahore, April 7th, 1867.

"Very few of the plants sent out to me in December have died; but boxes seem to have been opened at the Calcutta Custom-house. The vine cuttings were planted as 'eyes,' and I don't think a single one has failed to strike. Vines will probably degenerate here very quickly, as the heat in May, June, and July is much too great for them, and if we are to grow first rate grapes on the plains it will be necessary to import cuttings every four or five years. 'Eyes' will fruit here the third summer; the rate of growth is quite wonderful. A peach bud put in in March will in November be six feet high, and the stem an inch in diameter, and will be covered with flowers in March. Forest trees will grow sixteen feet from seed in nine months.—(Signed) GEORGE HENDERSON."

MANDARIN SQUEEZES AT AMOY.

(To the Editor of the *London and China Telegraph*.)

SIR,—In view of the near approach of the time when a revision of the Treaty of Tientsin may take place, a few remarks on the working of that treaty at present may not be uninteresting to you or your readers.

Doubtless you have heard, but probably in a vague and general way, of mandarin "squeezes" upon British imports and exports. Our object at present is to bring this particular subject before you in order that it may be ventilated in the columns of your valuable paper in time to allow of redress being obtained when the treaty is revised. We accordingly hand you herewith a statement of these taxes on some of the principal articles of import and export, showing what the per centage is according to present values. You will observe that they are sufficiently heavy, though calculated on a high range of prices; but it must be borne in mind that these per centages will be materially increased when, as we must expect at no very distant day, the values of cotton goods decline to what they were before the American war.

We also hand you copy of a letter which we have lately written to H.B.M.'s consul here on the subject, which throws some light upon the way in which these taxes have affected the trade of this port, and which you are at liberty to make use of in any way you think fit.

You will see from the latter document that all legitimate trade here is rapidly decreasing, and that it is likely to be almost entirely extinguished, unless redress be speedily obtained. You will also see that though remonstrances have at various times been made to H.B.M.'s consuls, no results have followed.

In making these remonstrances it has been assumed that Article xxviii., Rule 7 of the Treaty of Tientsin was wisely framed by the late Lord Elgin specially to prevent any arbitrary imposition of taxes, either at treaty ports or in the interior; but in the face of the stipulations contained therein it is an undoubted fact that the taxes we complain of are

exact under the very noses of our consuls. If we are right in our interpretation of the above article, it follows that a grievous wrong has been suffered by British merchants here for the last two years in the diminution of their business; and if we are wrong, the sooner the treaty is altered the better; for under it, as it now stands, it would be competent for any mandarin to put a stop to all trade in imports by simply placing prohibitory taxes upon the consumers of our goods.

The article in question is certainly very loosely worded, for the only safeguard we have against taxes is our privilege of conveying our goods up country upon payment of 2½ per cent. ad valorem as transit dues. This, however, is in reality no safeguard at all, for even could we send every parcel of goods to the confines of China under charge of our servants it would be quite as practicable for the mandarins to levy their taxes there as here at a treaty port.

In any case, whether we are right or wrong, the matter is one of great importance to all who have vested interests in treaty ports, or are in any way interested in the China trade, and it is in such a position that redress must in justice be obtained.

We shall probably address you again on this subject, as well as on others connected with the treaty. Meantime may we beg the favour of your inserting the foregoing in an early issue of your valuable paper.—Yours truly,

Amoy, May 27, 1867.

BOYD AND CO.

Memo. of Mandarin Taxes at Amoy levied on the undermentioned British goods, over and above the tariff duties and transit dues.

IMPORTS.		Mandarin Tax. dols. c.	Value of Goods. dols.	Percentage of Tax on value.	
White shirtings	... per piece	0 28	3.85	...	7 1-3
Grey shirtings	... do.	0 28	3.90	...	7½
Drills 40 yd.	... do.	0 53	6.50	...	8
Jeans 30 yd.	... do.	0 26½	3.30	...	8
T cloths	... do.	0 14	2.75	...	5
Dyed shirtings	... do.	0 28	5.25	...	5 1-3
Brocades...	... do.	0 28	4.80	...	6
Chintz	... do.	0 28	2.50	...	7
Cotton yarn	... per picul	3 16½	64	...	5
Spanish stripes	... per piece	2 64	20	...	13
Broad & medium cloth	... do.	2 64	18	...	14½
Flannel	... do.	3 07	10	...	30
English camlets	... do.	4 92	21	...	28 1-3
Longells	... do.	1 68	10	...	16½
Lastings	... do.	2 63½	18	...	14½
Bunting	... do.	0 53	4.40	...	12
Tin	... per picul	3 69	23	...	16
Lead	... do.	1 40	7.30	...	19
Quicksilver	... do.	4 57	76	...	6
Black pepper	... do.	2 60	7.50	...	24½
White pepper	... do.	4 27	10.50	...	42½
Sandalwood, common	... do.	4 11	4.50	...	90
Do. best	... do.	4 11	11	...	87
EXPORTS.					
Sugar, brown	... per picul	2 11	3.50	...	60
do. white	... do.	3 51	9	...	39
do. candy	... do.	4 22	11	...	38
Tea, inferior	... do.	1 66	12	...	14
do. best...	... do.	1 66	35	...	4½

THE NEW SEASON'S TEA.

(To the Editor of the *London and China Telegraph*.)

SIR,—There has been a good deal of loose, and in some instances perhaps exaggerated talk about the recklessness of China tea shippers; but in order to realise how entirely the sound principles of trade can be disregarded by many of them, it is necessary that one should actually witness the "opening of the market" at one of the great ports. Such has been my privilege at Foochow this season.

After the repeated severe lessons of recent years, the destruction of so many houses, and, above all, the paralysed condition of the tea trade at home at the present time, it was naturally expected that a little less eagerness than usual would be manifested to crowd the whole season's supply into the first few months. Every circumstance was calculated to favour caution and moderation in early shipments. Foreigners were, to a very small extent, only committed to investments in the country; there were no tonnage engagements to compel reluctant shippers, and the teamen had so little command of foreign capital to enable them to hold their stocks, that for once they were completely at the mercy of shippers. The teas instead of, as in former years, being bought with foreign money advanced at the beginning of the picking to be repaid at convenience, were largely bought on credit and paid for by drafts on Foochow, to meet which drafts the teas must be sold. They were, however, laid down at so moderate a cost, that the teamen incurred little risk of being forced to sell at a loss. It was generally understood that the Chinese engagements had to be met in the first week in June, and the teas did not arrive in any practicable quantity till the last week in May. Every day's delay, therefore, must materially strengthen the position of intending buyers. It was but one short week, and surely there was no such dearth of tea in England as to cause alarm at such a trifling delay! Was it too much, then, to expect that, with every circumstance so plainly on their side, foreign tea buyers should for once have used their advantage for their own benefit? Such a hope has certainly proved delusive. Foreigners could by no means restrain themselves, and somewhere between the 25th and 27th of May the teamen, to their delight and astonishment, were offered a profit of 20 per cent. on their teas, the money being paid in good time to meet their bills! So the "market was opened," and in the first five days it was cleared of every package of tea, viz., 70,000 chests.

Whether these investments will pay a profit or not is a question which time will solve. But, whatever the result may be, there is something so essentially vicious in the principles and the maxims which appear to regulate the tea trade in China that, unless some change takes place, the worst

results must continue to follow. The late buyers of tea in Foochow scarcely pretend that they have bought because they think tea sufficiently cheap or affords a reasonable hope of profit, but simply out of jealousy of others. To such an extreme was this feeling carried that the most unseemly expedients were resorted to by eminently respectable houses to prevent others from buying—such as seizing the teamen and shutting them up for days together. And I have heard that while one foreigner was bargaining for a parcel of tea the native broker received ten messages from other foreign firms beseeching him to go and settle it with them. In short, if tea purchases were as certain to prove a mine of wealth as they have too often proved the contrary they could not excite hotter competition. And when such irrational eagerness is exhibited is it wonderful that the Chinese exact high prices? and that with their cool heads they are able to deal with great foreign merchants as with little children? And is it likely that business done under such pressure, and in defiance of the dictates of sober judgment, can ever result otherwise than it has done, that is in the destruction of many and the ruin of more of the firms who engage in this branch of trade?

Some of the causes of this unsatisfactory state of affairs are not far to seek. The first is clipper ships, their number and the perfection to which they have been brought. So evenly do they run that the first arrival at home can only be secured by the first sailing from China. Certain firms who have to do with clippers seem still to consider it a point of honour to get their ship away before the others, which is only done by offering such temptation to the teamen as induces them to surrender the control of their first teas to the foreign firm, to be shipped in the first clipper. In making these arrangements, contracts, or bargains with the teamen, quality and price are but secondary considerations; priority of arrival and *quickness* being the main points insisted on. Were it possible for one or two firms to get their ships home in such time as to give them the command of the market for a week or two, there might be reason in paying so dear for the monopoly. But when a dozen or so contend for it, with equal success, each pays the price of a full and effective monopoly while no one of them secures it. The combination in one individual of the functions of merchant and shipbroker has also greatly favoured this infatuation about ships.

Something must also be put down to the fact that the actual buyers have in many instances no personal interest in the result of shipments. They are either employes of firms acting under orders, discretionary and otherwise, from a distance, or commission agents. There is no doubt that in the executions of orders prices are paid which the buyers would not touch for their own account; but orders are sometimes so worded that the agent fancies himself obliged to act even when he knows that his constituent, if on the spot, would modify his views. One man the other day was asked why he had offered such a high price for a particular parcel of tea, and he naively answered, "That is my limit," as if a limit meant the *minimum* price that was to be given! Others jocosely defend high prices on the ground that they yield more commission! Amongst so much chaff there may or may not be a grain of truth, though the evil results of the system are quite compatible with good faith on the part of agents. The impossibility of providing for every contingency renders it necessary that orders from England should be flexible in their interpretation, and the alternative of not acting at all is not one which readily commends itself to an agent.

At Hankow a much worse account could be given were it of any use.

The only conclusion one can arrive at is that, although tea shipments may pay, and pay well, now and again, the chances are decidedly against the average result being profitable.—Yours, &c., ALPHA.

Foo-chow, June 8th, 1867.

Naval and Military.

The Scylla, screw corvette, Captain Courtenay, arrived at Spithead from China on the 21st, and awaits orders. She was expected to have been in time to take part in the late review.

An order has been received at Chatham Garrison directing a detachment of 38 non-commissioned officers and men of the Royal Artillery, from the head-quarters of the 1st division of the depot brigade, to be placed under orders to embark in the Indian steam transport Malabar, 3,417 tons, 700-horse power, Capt. F. D. Rich, for service at the Straits Settlement of Malacca, with the other troops about to be despatched to that station. The detachments will embark as soon as the Malabar is ready to receive them.

Her Majesty's troopship Himalaya, Captain Piers, arrived at Queenstown from the Cape on the 22nd with the 2nd battalion 13th Light Infantry, Lieutenant-Colonel Macdonald, Commander Menzies, officers, and crew of the late Osprey, and a few naval and military invalids and time-expired men. She left Mauritius on the 8th of June, Algoa Bay the 17th of June, Simon's Bay the 22nd of June, St. Vincent the 10th of July, and Madeira the 16th of July, making the voyage from Mauritius, including seven days' stoppage, in little more than forty-three days.

The contract for the new fort which is about to be erected upon St. Catherine's Rock, Tenby, has just been let, and the first expenditure upon it will be about £20,000. The fort will altogether mount 11 guns, five of which will be in casemates below the rock.

The *Lancet* comments upon the insufficient number of naval surgeons now in the service. In a fleet of thirty-one men-of-war assembled for review last week at Portsmouth, there were but forty-two medical officers, their regular complement being seventy-six; and in sixteen gunboats, each of which ought on active service to carry an assistant-surgeon, only two had such officers on board, the Admiralty not being in a position to afford a fuller supply of medical assistance at present.

An order has been received at Chatham, authorising an additional 1d. per day, besides the 2d. already granted, to be paid to those non-commissioned officers and men who enlisted prior to the passing of the Limited Enlistment Act, 1847. The whole of the troops at the garrison have been paid the additional 2d. per day, and the non-commissioned officers and men who have re-enlisted 3d. per day. The troops have at the same time received a portion of the arrears of their pay from the 1st of April last.

The Duke of Cambridge has given important evidence before the Select Committee of the House of Commons appointed to consider the system of retirement at present existing in the army. The report, which will be presented in the course of the next few days, is likely to suggest some material modifications of the plan now sanctioned.

Rear-Admiral Warden's squadron of ironclads, comprising the *Minotaur*, the *Achilles*, the *Lord Clyde*, the *Bellerophon*, and the *Pallias*, have anchored at Spithead on return from detached duty in escorting his Imperial Majesty the Sultan across the Channel.

The naval pension of £80 a year, vacant by the promotion of Captain George Davies, has been awarded to Captain R. B. Beechy, on the retired list.

TRIAL TRIP OF THE "SOMERSETSHIRE."

An interesting "trial trip" was performed on Thursday. At the invitation of Messrs. Money Wigram and Sons, shipowners and builders, and Messrs. Humphreys, Tennant and Co., engineers, a party of 300 ladies and gentlemen proceeded on board the screw steamer *Somersetsshire*, Captain Attwood, lying off Gravesend, and at two P.M. the vessel left her moorings and steamed down nearly to Southend against the flood tide. The distance between the measured miles was performed in exactly five minutes, being at the rate of twelve miles per hour, which must be considered a very satisfactory result with engines of only 300-horse power nominal. The *Somersetsshire* is an iron built ship, rigged, round stern, and sits splendidly on the water. Her dimensions are 285 ft. length over all, 41 ft. beam, 28 ft. depth of hold, and the builders' measurement 2303 tons. The engines, by Humphreys, Tennant, and Co., are on the direct acting horizontal principle, the diameter of cylinder 64 in., and stroke 2 ft. 8 in. The maximum revolutions were 69, with a pressure of 18 lb., and vacuum 24. The screw is two-bladed, and the pitch 16 ft. They worked very smoothly yesterday, only one stoppage occurring for a few minutes, owing to heated bearings. On deck the vessel has a superb poop, and in order to lessen the influence of the iron on the compass, the wheel has been placed about the centre instead of right aft. She can accommodate about 150 passengers, and the cabins are nicely fitted and commodious. Her bunkers hold about 600 tons coals, and she will carry about 2,000 tons general cargo. The vibration yesterday while under full steam was remarkably small, and the absence of the well-known "thump, thump" in most screw steamers is a great desideratum. At 3.30 the guests sat down to four tables covered with an excellent luncheon, the viands and champagne being unexceptionable. Every one appeared to enjoy the repast. Mr. Charles Wigram, in a neat speech, proposed success to the *Somersetsshire*. Mr. James Mac Ewan proposed, in a complimentary speech, the health of the owners, and Mr. Welch that of Captain Attwood and his officers, Mr. Taylor and Mr. Hoskins. Captain Attwood, formerly of the *Essex*, was highly complimented. On the various responses to these toasts the company adjourned to the decks, and at 6.30 the noble ship entered the East India Docks. The weather was all that could be desired, and the ladies' toilettes quite in harmony with it. Indeed, we doubt if any trial trip has been better attended or more enjoyed. One oversight there was, certainly, and that an important one, no band had been provided. An affair of this sort is never complete without one, especially with so many ladies as honoured Messrs. Wigram on this occasion. The vessel will proceed to Melbourne next month, and will no doubt accomplish the passage in 60 days. She is a fine opportunity for passengers, but this is not the season, and she will probably not have 50. The brokers are Messrs. Allport and Morgan.

Monetary and Commercial.

Notwithstanding the steady accumulation of money, there is no rally either in general business or in Government and private stocks and shares, but on the contrary, in most cases, a fall. There is one notable exception, and that is, the shares of the P. and O. Company, which at one time were pressed down as low as £40 (for the £50 share), have now risen to £50. It appears that some of the shareholders have been alarmed at the rumour that Government would not renew the present subsidies except at very reduced terms; and these alarms have as usual been "used" by the Bears on the Stock Exchange.

The circular of Messrs. T. H. Littledale and Co. has the following remarks on the four months usance. Messrs. Littledale ignore the good which was intended to be wrought out by the measure, viz., to drive out persons who had got into the India and China Trade with no capital, and who relied on the arrival of the produce before the maturity of the bills. The Banks adopted this alteration for the general good of the trade as well as to save themselves from holding the paper of such speculators. It may not suit brokers that the trade should be restricted to firms of sufficient strength to trade on their own capital, but it is the way to avoid a repetition of the reckless shipments of 1865-66:—

What is weighing upon the cotton market is the stock belonging

suspended firms, and the apprehended effect of the large quantity of East India cotton to arrive in the next three months, the chief part of which has been drawn against at four months' sight instead of the old usance of six months—the question being, how can these bills be met whilst a large portion of the cotton is still at sea? This difficulty and its suicidal effect, both upon the acceptor of the bill and the banks holding the exchange, was as clearly to be seen when this change of usance was determined upon by the banks connected with India as it is to-day—but it was passed at a moment when alarm and present losses were in the ascendant over common sense and commercial logic—it violates the fundamental principle that bills of exchange should be liquidated by the proceeds of the produce they were drawn against, which becomes an impossibility if the usance is reduced below the average term of the voyage, and hence it jeopardises the position of the importer by compelling him to seek advances from his banker or broker at a moment of difficulty like the present, and damages the security of the bill by unduly depressing its value. We have from the first expressed the opinion that six months' date was the only sound compromise between the shipper at Bombay and the banks, and we feel confident that it would be the most judicious term.

The liquidators of the Bank of Hindustan, China, and Japan (Limited), which stopped on the 15th of November last, have issued a report, in which they state that they have examined all the items of which the present assets are composed, and that, after the most careful consideration, they value the total now to be collected (amounting to £1,596,004) to be worth, exclusive of interest, £595,284; while the ascertained liabilities of the bank, exclusive of interest and liquidation expenses, are £572,127; leaving an estimated balance of assets over liabilities of £23,157. In this estimate of assets now remaining is included the sum of £15,529 as the amount which will probably be collected from arrears of calls made before the liquidation commenced. The estimated loss in the value of the assets "is chiefly attributable to exceptional circumstances which have prevailed both at home and in the East during the past twelve months, causing not only a very large deficiency in the realisable value of the securities hypothecated to the bank, but also considerable loss in consequence of the failure and insolvency of so large a number of the debtors of the bank, on open accounts or on bills without security, and from the heavy expenses of the bank at the different branches." The list of contributories has been settled, and 1,052 persons, holding 36,404 shares, have been placed hereon:—

"The arrears of calls from which the above-mentioned estimate of £15,529 4s. 3d. is expected to be realised, have been placed in the hands of our solicitors, Messrs. Ashurst, Morris, and Co., who are taking the necessary proceedings to obtain payment, and as the bank is obliged to pay interest on its debts, it is only just to those members who have paid their calls that interest should be charged on all arrears. These proceedings will be continued, and the payment thereof enforced in all practicable cases, as we have not felt justified in the interest of shareholders who have paid their calls, and are still liable to further demands, to exercise that leniency and consideration which under other circumstances would have afforded us so much satisfaction. The principal losses sustained by the bank were incurred through the branches at Bombay and Calcutta. We have made every effort to reduce expenses and to close the branches without prejudice to the assets of the bank, which, from the fact of their being chiefly represented by amounts to be collected from persons and estates at different places in the East where the bank carried on business, require the most judicious management to realise anything like their fair value. At present we have only been able to arrange for closing the branches at Hong Kong and Yokohama, which we have placed in charge of one manager, resident at Shanghai. Arrangements are in progress for placing the branches in Ceylon also under one manager, but the branches at Calcutta and Bombay must necessarily be kept up for some time further. At Shanghai and Hong Kong leases of premises had been taken for long dates at high rents, and as property is so much depreciated there, a considerable sum has had to be allowed to relinquish these leases. The premises at the other branches we hope to get more favourably settled. The liabilities of the bank have been considerably increased by the claims under the leases of branch premises. Having ascertained that the head-office premises were held upon such terms as would have enabled the superior landlords (the Bank of England) to put an end to the tenancy on the 23rd December, 1873, leaving only a secured term of seven years, which, in our opinion, rendered the premises unsaleable, we opened negotiations with the Bank of England, who have granted to us a secured term of fourteen years, from Christmas, 1866. The lease has been offered for sale, both by private negotiation and public auction, but the amounts offered have been hitherto so much under the cost standing in the books, that we have not felt ourselves justified in accepting any of them, but are holding the premises with the expectation of obtaining a better price. As to the claim for about £16,600 mentioned in the auditor's report of 16th November, 1866, as then having been agreed to be referred to arbitration, we have to report that the course then proposed was found to be impracticable, and therefore proceedings in Chancery have been instituted and are still pending against some of the first directors and others to enforce payment. We beg to assure the shareholders that no efforts on our part shall be wanting to secure the utmost possible value for the remaining assets, and in the shortest practicable period."

It will be seen by this that the shareholders will lose the entire amount called up, £28 per share. The liquidators and their solicitors, Messrs. Ashurst, Morris, and Co., have worked hard to save another call, and exercised ability in realising the

assets. Notice has been given that a meeting of the shareholders of this bank will be held at the London Tavern, Bishopsgate-street, on Friday, the 2nd of August, at two o'clock, p.m., to receive the present report of the liquidators.

At a meeting of the shareholders in the City Bank, held on the 16th instant, the secretary read the report, which shows the gross profits for the six months ended 30th ult. to be £48,789. The usual dividend of 6 per cent. was declared, with a bonus of 4s. per share, together equal to 10 per cent. The report and balance-sheet will be found in full in another column.

In consequence of the reported rise in the China exchanges there has been a sudden and rather extensive demand for Mexican dollars, and the price has advanced from 59½ to 59¾. At these rates several large parcels, which have been reserved for some time past, both here and in Paris, have been disposed of, and the China mail leaving Marseilles on the 28th inst. will probably take out nearly £250,000. There has been no alteration in the rate for bar silver.

Another meeting of the committee appointed to effect the resuscitation of the Commercial Bank has been held without arriving at a result. An application has been made to the Court by the official liquidator for power to make a call (probably £10 per share), and a delay has been granted until the arrival of the next mail.

The amount of bullion by the P. and O. Company's steamer *Bangalore*, from Southampton on the 20th inst., was, in silver, to Hong Kong, £18,000, to Shanghai, £1,350; total in silver, £19,350.

At the Rolls' Chambers on the 24th, before the Chief Clerk, an application was made in reference to the reconstruction of the Commercial Bank of India. A gentleman named Chauntler, who had been sent out to India and had just returned, reported favourably of the undertaking. The creditors have been paid 10s. in the pound, and he considered that if the bank was reconstructed, or a new bank formed, all parties would be paid in full. He deprecated a call being made, as such was the state of affairs at Bombay at the present time that it would seriously affect the proposal under consideration. Creditors to upwards of £300,000 were represented, and urged that notice of a call payable in November would facilitate the proceedings. The Chief Clerk granted an adjournment until after the arrival of the next mail from India.

A telegram from Point de Galle announces the total loss of the ship *Tae Wan*, laden with new teas, from Foo-choo-foo for London, in the river Min. The loss is about £60,000, which will chiefly fall on the China insurance companies. She was a ship built of iron, framed with wood, in 1865, and was owned by Messrs. Davidson and Co., of Sunderland.

The report of the Consolidated Bank (Limited) shows an available total of £40,346, including a previous balance of £9,107, and recommends a distribution at the rate of 5 per cent. per annum, absorbing £18,95. The sum of £3,000 is to be carried to reserve, which will then amount to £95,000. A special appropriation of £10,000 is to be made as the commencement of a fund to meet any loss that may possibly arise from a liability of £233,691 incurred by the bank two or three years back in connection with the Atlantic and Great Western Railway, and a balance of £8,188 will remain to be carried forward. The paid-up capital of the bank is £800,000, and the deposits held are £2,159,710, being an increase of £571,335.

The report of the Fore-street Warehouse Company (Limited) shows an available total of £27,166, including a previous balance of £5,573, and recommends a dividend at the rate of 10 per cent. per annum, which will leave £9,117 to be carried forward. It is proposed to issue £120,000 in debentures to Mr. Morrison, in lieu of the two instalments payable to him of £60,000 each.

Senhor Casal Ribeiro, the Portuguese Minister for Foreign Affairs, is stated to have arrived in Paris. The object of his mission is understood to be to endeavour to obtain a loan. It is believed, however, he will find both on this market and in Paris a fixed determination to resist any further advances to the Portuguese Government until justice shall have been done to the claims of the South-Eastern of Portugal Railway Company, an undertaking the treatment of which called forth the active intervention of the British Foreign-office.

At the meeting for the appointment of assignees of the estate of Messrs. Peto, Betts, and Co., the parties who have thus far acted as inspectors—Messrs. Richard Fothergill, Peter Rolt, and Thomas Fenn—were chosen, with the addition of Mr. J. Pickersgill Cunliffe. Mr. Bishop, of Messrs. Coleman, Turquand, and Co., was appointed manager.

The report of the Merchant Shipping Company (Limited) (formerly Somes and Co.) recommends a dividend of £1 per share on the paid-up shares, and a proportionate rate on the others.

At the meeting of the London Financial Association (Limited), on the motion for the adoption of the report of the directors, an amendment was moved and carried by a large majority to the effect that the accounts be received and adopted and entered on the minutes, and that a committee of seven shareholders be appointed, with full power to examine and report upon the present position of the association.

A prospectus has been issued of the South Hayling Bay Land Investment Company, with a capital of £300,000, in shares of £10, for the purchase of the south coast of Hayling Island, and the conversion of Hayling

Bay into a metropolitan watering-place. The island is near Portsmouth, and within two hours of London, and the price to be paid for 700 acres, comprising nearly four miles of southern sea frontage commanding views of the Isle of Wight, is about £98 per acre.

The report of the East London Bank, to be presented on Tuesday, shows an available total of £2,701, and recommends a dividend at the rate of 5 per cent. The paid-up capital is £100,000, the deposits held are £382,604, and the reserve fund is £12,000.

The report of the Provincial Banking Corporation (Limited), to be presented on the 2nd of August, shows an available total of £7,942, including a previous balance of £1,090, and recommends a dividend at the rate of 7½ per cent. per annum, which will leave £2,035 to be carried forward. The paid-up capital is £157,503, the deposits, &c., held are £540,119, and the reserve is £5,000.

The following is from Reuter's Telegram Company:—

Direct telegraphic communication is now established between London and Hamburg and London and Bremen by the completion of the land lines of Reuter's Company in connection with their cable to Norderney. Hitherto the communication with the places named has been carried on by the Government wires, which are also used for the local traffic; but the new land lines of this company are *exclusively* for through traffic, and communication will be constant and instantaneous. The lines will be worked by the Electric and International Telegraph Company, at whose offices all messages are to be delivered. The construction of Reuter's direct line to Berlin is being pushed forward with all possible speed, and will be completed in about two months.

BANK AND MISCELLANEOUS SHARES.

Shares.	Joint-Stock Banks.	Paid.	Prices July 25.	Prices July 19.
£10	Agra Bank, A shares	6	—	—
10	Do. B do.	—	—	—
25	Bank of Egypt	All	—	—
20	Chartered Bank Ind. Aust. & China	All	—	—
25	Chartered Merc. of India and China	All	25 to 27	25 to 27
30	City Bank	10	13 to 15	13 to 15
50	London and County	20	55 to 56	55 to 57
50	London Joint Stock	15	41 to 43	42 to 44
100	London and Westminster	20	102 to 104	103 to 105
25	Oriental Bank Corporation	All	42 to 43	42 to 44
50	Union of London	15	38 to 40	38 to 39
MISCELLANEOUS.				
5	Bombay Gas	All	4½ to 4¾ x.d.	4½ to 4¾
—	Ceylon Deb., Nov. 1868, 6 per cent.	100	102 to 104	102 to 104
—	Do. Do. 1878	100	108 to 110	108 to 110
30	Ceylon Company	10	1½ to 1½ dis.	1½ to 1½ dis.
20	Do. A shares	5	2 to 1 dis.	2 to 1 dis.
20	China Steamship & Laouan Coal Co.	13½	13½ to 13½ dis.	13½ to 13½ dis.
10	Credit Foncier & Mobilier of England	9	6 to 5½ dis.	5½ to 5½ dis.
20	Egyptian Com. & Trading Company	6	4½ to 4 dis.	4½ to 4 dis.
10	General Credit & Discount Company	7½	2½ to 2½ dis.	2½ to 2½ dis.
10	Hong Kong and China Gas	All	8 to 10	8 to 10
20	International Finance Society	5	2½ to 1½ dis.	2½ to 1½ dis.
5	Oriental Gas	All	5½ to 5½	5½ to 5½
10	O. Inland Steam	All	—	—
50	P. and O. Steam Company	All	46 to 49	43 to 45
50	Do. New 1865	All	45 to 48	43 to 45
50	Do. Do. 1867	5	4 to 3 dis.	5 to 3 dis.
20	Société Financière d'Egypte	10	7 to 6 dis.	7 to 6 dis.
10	Upper Assam Tea	—	—	—
10	Do.	7½	1 to 3	1 to 3
100	West India Steam Company	60	88 to 89	89 to 92

MANCHESTER MARKETS.

Mr. Sam Mendell's report says:—There is little alteration to report in the position of this Market. Qualities suitable for India are offered freely and pressed for sale at rather easier prices. In good qualities adapted for the China Market there is more doing. Manufacturers are now placed under contract for some weeks to come, and show firmness at an advance of 8d. on the rates accepted last week. Quotations are:—Grey Shirtings: 7 lbs., 8s. 9d. to 9s.; 8½ lbs., 11s. 3d.; Cotton Yarn: Nos. 16-24, 1s. 2½d. to 1s. 3½d.; Nos. 28-32, 1s. 3d. to 1s. 4½d.; Madapolams, 3s. 10½d.; Long Cloths, 10s. 3d.; T-Cloths, 6s. 9d.; White Spot Shirtings, 12s. 3d.; Damasks, 21s. 6d.

BANKS AND COMPANIES CONNECTED WITH THE FAR EAST.

Peninsular and Oriental Steam Navigation Company, 122, Leadenhall-street.

Messageries Imperiales, Head office in Paris, R. W. and H. Horne agents, 4, Moorgate-street.

China Steamship and Labuan Coal Company, Ethelburga House, 70 Bishopsgate-street.

Netherlands India Steam Navigation Company, Gresham House.

Hong Kong and China Gas Company, 11, Old Jewry Chambers, J. H. Walduck, secretary.

Singapore Coir Company (Limited), J. M. Little, Esq., agent, 92, Cannon-street.

Singapore Gas Company, 8, St. Mary Axe, Robert King, secretary.

Pacific Saw Mills, Hakodadi, Armitstead and Co., agents, 21, Old Broad-street.

Amoy Dock Company, Zulueta and Co., agents, 22, Moorgate-street. Shanghai Wharf Company, D. and G. Latimer and Co., agents, St. Swithin's-lane.

Hong Kong and Whampoa Dock, Morrison and Co., agents, Crown, court, Philpot-lane.

North China Insurance Company, Ashton and Co., agents, Hatton-court, Threadneedle-street.

Canton Insurance Company, Matheson and Co., agents, 3, Lombard st.

Union Insurance Company of Canton, Dent, Palmer and Co., agents, King's Arms Yard, Moorgate-street.

Hong Kong Insurance Company, Gledstanes and Co., agents, 26, Austin Friars.

China Traders' Insurance Company, Hong Kong, Fearon and C. agents, 36, Great St. Helens.

Hong Kong Marine Insurance Company, Farbridge, Holliday and Co. agents, Manchester.

Ceylon Company, Palmerston-buildings, Old Broad-street, J. Anderson, secretary.

Borneo Company, 7, Mincing-lane, R. Harvey, manager.

Tanjong Pagar Dock Company (Limited) of Singapore, Mactaggart Tidman, and Co., agents, 34, Great St. Helens.

BANKS.

Agra Bank, 28, Nicholas-lane; Lombard-street, Mackintosh Balfour manager.

Chartered Bank of India, Australia, and China, Hatton-Court, Threadneedle-street, G. U. Adam, manager.

Chartered Mercantile Bank of India, London, and China, Old Broad-street, D. T. Robertson, general manager.

Comptoir d'Escompte de Paris, 13, Leadenhall-street.

Bank of Rotterdam, Union Bank of London, agents, Princes-street.

Hong Kong and Shanghai Banking Company, W. H. Vacher, agent, 32, Nicholas-lane.

Oriental Bank Corporation, Threadneedle-street, C. J. F. Stuart, chief manager.

* * Companies omitted in the above list will be included if the particulars are forwarded.

EXPORTS TO THE FAR EAST.

Mr. Sam Mendell's tables give the following returns of the Export of Cotton Goods from the ports of London, Liverpool, Southampton and the Clyde, to China, Japan, Manila, Batavia, Ceylon, and the Straits Settlements, during the month ended 16th July, 1867, and during the seven months ended 16th July of the present and two previous years:—

To HONG KONG.—For the month ended 16th July, 1867: Plain Cottons, 4,912,023; Coloured Cottons, 469,015; Printed Cottons, 127,325 yards; Cotton Yarn, 1,131,900 lbs.; total value of Cotton Goods, £188,563. For the seven months ended 16th July, 1865: Plain Cottons, 15,992,013; Coloured Cottons, 1,666,776; Printed Cottons, 217,336 yards; Cotton Yarn, 1,090,555 lbs.; total value of Cotton Goods, £500,316. For the seven months ended 16th July, 1866: Plain Cottons, 24,881,361; Coloured Cottons, 2,689,388; Printed Cottons, 376,410 yards; Cotton Yarn, 2,959,528 lbs.; total value of Cotton Goods, £987,707. For the seven months ended 16th July, 1867: Plain Cottons, 20,812,834; Coloured Cottons, 1,293,897; Printed Cottons, 388,547 yards; Cotton Yarn, 3,231,376 lbs.; total value of Cotton Goods, £802,733. Decrease in value for 1867 against 1866, £184,974.

To SHANGHAI.—For the month ended 16th July, 1867: Plain Cottons, 7,694,793; Coloured Cottons, 663,971; Printed Cottons, 446,755 yards; Cotton Yarn, 8,060 lbs.; total value of Cotton Goods, £170,188. For the seven months ended 16th July, 1865: Plain Cottons, 87,586,363; Coloured Cottons, 3,023,768; Printed Cottons, 999,571 yards; Cotton Yarn, 69,580 lbs.; total value of Cotton Goods, £938,982. For the seven months ended 16th July, 1866: Plain Cottons, 63,548,990; Coloured Cottons, 8,039,379; Printed Cottons, 2,705,731 yards; Cotton Yarn, 48,800 lbs.; total value of Cotton Goods, £1,823,862. For the seven months ended 16th July, 1867: Plain Cottons, 53,236,403; Coloured Cottons, 7,068,515; Printed Cottons, 3,048,114 yards; Cotton Yarn, 151,132 lbs.; total value of Cotton Goods, £1,298,243. Decrease in value for 1867 against 1866, £525,619.

To JAPAN.—For the month ended 16th July, 1867: Plain Cottons, 3,592,880; Coloured Cottons, 430,522; Printed Cottons, 65,712 yards; Cotton Yarn, 459,453 lbs.; total value of Cotton Goods, £114,303. For the seven months ended 16th July, 1865: Plain Cottons, 7,624,084; Coloured Cottons, 739,253; Printed Cottons, 738,008 yards; Cotton Yarn, 192,100 lbs.; total value of Cotton Goods, £231,935. For the seven months ended 16th July, 1866: Plain Cottons, 18,356,784; Coloured Cottons, 1,861,896; Printed Cottons, 2,012,431 yards; Cotton Yarn, 1,149,410 lbs.; total value of Cotton Goods, £668,810. For the seven months ended 16th July, 1867: Plain Cottons, 10,970,895; Coloured Cottons, 2,516,107; Printed Cottons, 532,302 yards; Cotton Yarn, 1,426,853 lbs.; total value of Cotton Goods, £416,594. Decrease in value for 1867 against 1866, £252,216.

To SINGAPORE AND PENANG.—For the month ended 16th July, 1867: Plain Cottons, 4,178,773; Coloured Cottons, 418,805; Printed Cottons, 708,790 yards; Cotton Yarn, 97,866 lbs.; total value of Cotton Goods, £118,574. For the seven months ended 16th July, 1865: Plain Cottons, 22,642,113; Coloured Cottons, 2,967,877; Printed Cottons, 1,204,847 yards; Cotton Yarn, 897,681 lbs.; total value of Cotton Goods, £632,249. For the month ended 16th July, 1866: Plain Cottons, 32,966,866; Coloured Cottons, 4,698,288; Printed Cottons, 2,798,381 yards; Cotton Yarn, 1,071,118 lbs.; total value of Cotton Goods, £1,077,665. For the seven months ended 16th July, 1867: Plain Cottons, 33,094,350; Coloured Cottons, 5,695,411; Printed Cottons, 2,737,612 yards; Cotton Yarn, 1,192,617 lbs.; total value of Cotton Goods, £965,496. Decrease in value for 1867 against 1866, £112,169.

To BATAVIA.—For the month ended 16th July, 1867: Plain Cottons, 1,153,206; Coloured Cottons, 842,192; Printed Cottons, 843,122 yards; Cotton Yarn, 26,900 lbs.; total value of Cotton Goods, £65,646. For the seven months ended 16th July, 1865: Plain Cottons, 8,447,560; Coloured Cottons, 3,011,653; Printed Cottons, 4,902,650 yards; Cotton Yarn, 293,570 lbs.; total value of Cotton Goods, £391,243. For the seven months ended 16th July, 1866: Plain Cottons, 19,283,417; Coloured Cottons, 6,382,737; Printed Cottons, 5,148,302 yards; Cotton Yarn, 349,230 lbs.; total value of Cotton Goods, £796,358. For the seven months ended 16th July, 1867: Plain Cottons, 10,967,839; Coloured Cottons, 9,342,364; Printed Cottons, 9,568,955 yards; Cotton Yarn, 390,955 lbs.; total value of Cotton Goods, £724,666. Decrease in value for 1867 against 1866, £71,692.

To MANILA.—For the month ended 16th July, 1867: Plain Cottons, 359,006; Coloured Cottons, 1,449,591 yards; Cotton Yarn, 14,500 lbs.;

total value of Cotton Goods, £47,151. For the seven months ended 16th July, 1865: Plain Cottons, 6,814,278; Coloured Cottons, 7,964,162; Printed Cottons, 826,426 yards; Cotton Yarn, 56,727 lbs.; total value of Cotton Goods, £831,687. For the seven months ended 16th July, 1866: Plain Cottons, 5,056,298; Coloured Cottons, 6,471,244; Printed Cottons, 1,055,933 yards; Cotton Yarn, 33,750 lbs.; total value of Cotton Goods, £213,424. For the seven months ended 16th July, 1867: Plain Cottons, 9,080,764; Coloured Cottons, 9,953,364; Printed Cottons, 634,768 yards; Cotton Yarn, 87,026 lbs.; total value of Cotton Goods, £493,166. Increase for 1867 against 1866, £179,742.

To CEYLON.—For the month ended 16th July, 1867: Plain Cottons, 902,648; Coloured Cottons, 111,935; Printed Cottons, 151,417 yards; Cotton Yarn, 39,895 lbs.; total value of Cotton Goods, £28,867. For the seven months ended 16th July, 1865: Plain Cottons, 4,620,233; Coloured Cottons, 990,181; Printed Cottons, 658,728 yards; Cotton Yarn, 141,149 lbs.; total value of Cotton Goods, £178,476. For the seven months ended 16th July, 1866: Plain Cottons, 9,076,191; Coloured Cottons, 1,070,546; Printed Cottons, 3,233,264 yards; Cotton Yarn, 489,009 lbs.; total value of Cotton Goods, £419,065. For the seven months ended 16th July, 1867: Plain Cottons, 10,669,821; Coloured Cottons, 963,624; Printed Cottons, 1,625,919 yards; Cotton Yarn, 93,495 lbs.; total value of Cotton Goods, £309,522. Decrease for 1867 against 1866, £109,543.

ARTICLES OF IMPORT.

TEA.—During the past fortnight business in our market has again been very limited, the demand both from the trade and exporters continuing light, whilst the advices from China of large settlements and shipments have caused increased anxiety on the part of holders to get out of stock before new season's Teas arrive. Thus the sales made have been at prices which show a considerable further decline in most instances, and even at this reduction there has been no increase in the demand. Congous: Siftings at the recent public sales went at 5½d. to 6d. per lb., being ½d. to ¼d. per lb. lower, but privately they maintain about former prices. Broken-leaf kinds show no change. Fair to good common have sold a shade lower, the quotation being 11½d. to 1s. per lb. Fair to good flavoured kinds have been difficult to move, except at a decline of ½d. to 1d. per lb. Good Kaisows have sold 1d. per lb. lower; fine and finest have gone at a reduction of about 2d. per lb., also Pak Ling kinds. Common black-leaf have sold ½d. to ¾d. per lb. lower. Fair to good have again given way in price, the fall being about 1d. per lb. Fine to finest have only been saleable in small parcels at a reduction of 1d. to 2d. per lb. In new-make Canton sales have been difficult to make at former prices. In Oolong, Souchongs, and Flowery Pekoes, business has been small, and prices show but little alteration. Scented Capers, ex Sea Bird, have been sold to some extent at a decline of 1d. to 1½d. per lb. on previous quotations. Scented Orange Pekoes have also sold about ½d. to 1d. per lb. lower; Foochow kinds being rather better maintained. Uncoloured Japans: There has been a further arrival of these, but at present there is no business to report. In Green Teas, business in these kinds has been small, there being no fresh supplies on the market. Gunpowders are firm; in other kinds prices show but little change, the commoner kinds, as usual, being most difficult of sale. A few Canton Greens, ex Sea Bird, realised extreme prices. The last public sales of China Tea comprised 16,775 packages, of which 12,980 packages were sold, the whole being printed without reserve.

SILK.—No improvement since our last report—indeed the whole tone of the market has been miserable. There has been a general abstaining from purchasing, and holders have been unable to move any but the smallest and most desirable parcels. The receipt of telegrams from Shanghai advising 6,000 bales settled, and expected in the first fortnight of the new season, and at an immense cost, even up to 31s. 6d. for No. 3 Tsatlees, has kept everything in this market unsettled; the trade seem disinclined to move until the new silk has commenced to arrive and the opening prices in London are determined upon. The deliveries, although small, are not bad, considering the month and the position of the market. All quotations are to a certain extent nominal, and holders have been anxious to effect sales at some reduction under our last quotations. Arrivals of new silk are now looked forward to, but it is difficult to say at what range of prices the market will open.

CHINA:—Tsatlees, No. 1 & 2	s.	d.	s.	d.
" No. 3	29	6	30	6
" Hangchow	24	0	27	0
Yueufu and Hainan, No. 1 & 2	26	6	29	0
" No. 3	23	6	25	6
Taysam, No. 1 & 2	25	0	27	6
" No. 3	23	0	24	6
Long Reel	19	0	24	0
Skeins	20	0	21	0
Canton	18	0	24	0
JAPAN:—Mibash & Sinechew, No. 1 & 2	31	0	34	6
" No. 3	29	6	30	6
Ida, Bricks, No. 1 & 2	25	0	31	0
" No. 3	25	0	26	0
Sodai, No. 1 & 2	27	0	30	0
" No. 3	24	0	26	0

Deliveries from 1st to 24th inclusive, China, 1,652 bales; Japan, 556 bales; total, 2,208 bales.

COTTON.—A slight increase in the demand has been noticeable, but prices remain without improvement. No China has been offered. The sales in London have been 3,300 bales on the spot and 1,750 to arrive; and the stock of cotton on the 18th inst. was, of China and Japan, 241 bales; of all kinds, 82,802 bales. The total of the imports from 1st January to 18th July was 108,091 bales.

COFFEE.—The tone of the market is steady, with but little animation large arrivals of Ceylon and East India having caused purchasers to buy with less freedom. Full rates, however, have hitherto been obtained for good qualities of Plantation Ceylon, the commoner sorts, together with Native, being still dull of sale. The sales of Plantation have comprised 597 casks, 23 barrels, 94 bags, realising as follows:—Triage and ordinary, 54s. to 66s.; fine ordinary small to fine fine ordinary, 69s. 6d. to 75s. 6d.; low middling and middling, 76s. 6d. to 81s.; good and fine middling, 82s. to 87s.; pea-berry, 89s. to 96s. 6d. Of Native, 119 casks, 1,235 bags sold, very small at 53s.; good ordinary small, 58s.; good ordinary, 60s. to 61s. 6d.; bold, 67s. to 68s.;

and by private contract 200 bags ordinary at 57s. per cwt. The arrivals from Ceylon from the 8th to the 20th July have amounted to 8,234 casks, 1,191 barrels, and 11,739 bags.

CORR GOODS.—No business either at auction or by private contract has been reported.

CUTCH.—The demand has somewhat improved, but prices have declined. At auction 1,000 boxes fine Pegu of fresh import sold; sound at 37s. to 37s. 6d.; heated, 36s. to 36s. 6d.; first-class sea-damaged, 35s. to 36s.; second-class, 35s.; and 100 boxes ordinary mixed at 25s. per cwt.

CAMPOR.—China descriptions remain steady at the previous quotation of £6 17s. 6d. landing weights, but the transactions have been unimportant.

MANILA HEMP.—Market extremely quiet at steady rates, the total sales amounting to only 150 bales, chiefly Albay quality, which realised £52 per ton.

MADE.—Of 12 casks and 2 cases Batavian offered at the auctions, one-half sold at 1s. 6d. to 1s. 8d. per lb.

NUTMEGS.—The demand is limited, and the only sale reported is of 28 casks Batavian as follows:—Fine bold first sort, 60 to the lb., 3s. 11d.; 65 to lb., 3s. 6d. to 3s. 7d.; seconds, 77 to lb., 2s.; 96-91 to lb., 1s. 4d.; thirds, 107 to lb., 1s. 3d.; 130 to lb., 1s. 1d. to 1s. 2d.; limed, 92 to lb., 1s. 2d. per lb.

PLUMBAGO.—The market for Ceylon is extremely dull, and at auction 226 barrels of old import were all bought in, lump at 21s., dust at 7s. 6d. to 9s. 6d. per cwt.

PEPPER.—Black: There is not much activity in the demand, and the parcels offered at auction have been mostly bought in, holders refusing to accept rates below those previously current; the sales comprising 2,290 bags Singapore chiefly bought in at 3½d. to 3¾d., a few lots Borneo kind selling at 3d. per lb.; and 1,500 bags Penang, of which only a few lots sold at 2½d. to 3d. per lb. Privately, sales of Singapore in small lots have been made at 3½d. per lb. for cash, and about 1,500 bags Penang at 2½d. per lb., short prompt. The total stock in the dock warehouses at this date consists of £2,900 tons, against 3,200 tons at same time last year. White: The demand continues very limited, and the sales privately have consisted of small parcels of Singapore at rather easier rates, 5½d. per lb. having been accepted. At auction, 682 bags were part sold on lower terms, viz.—5d. to 5½d. per lb. The stock in dock warehouses consists of 350 tons, against about 200 tons at corresponding period last year. A sale is reported of 500 bags afloat at 5d. per lb.

RICE.—A very extensive business has been done in floating cargoes, partly for the Continent, at full prices to 3d. per cwt. recovery. Several contracts have been made in Ballam Rice to arrive. The market on the spot remains quiet, with quotations the same as before. About 20,000 tons soft grain descriptions have sold afloat, the latest cargo sold including Rangoon at 11s. to 11s. 3d., or 11s. 9d. landed. Bassein at 10s. 9d. to 11s. 3d. Necrancia Arracan at 10s. 9d. to 11s. 3d. Larong, 10s. 9d. 350 tons new Rangoon, just in, have been disposed of at 11s. 9d. ex ship. 1,400 tons Ballam are reported at 11s. 6d. to 13s. 6d., according to quality and date of shipment. About 15,000 bags have sold on the spot:—Rangoon, 11s. 10½d. to 12s. 3d.; Necrancia Arracan, 11s.; Moulmein, 11s. 3d. per cwt. The recent landings have led to some increase in the stock.

SUGAR.—The market has been steady, with prices about the same as last reported, excepting in the few cases where importers pressed sales, when a slight decline ensued. West India continues in fair demand by the Refiners. Manila has not met with buyers on former terms. Grainy and crystallised Mauritius, owing to the diminished supplies, maintain their former value. A good business has been done in floating cargoes of Foreign, chiefly for the United Kingdom, and several have sold for exportation. With continued large deliveries, the stock has been further reduced, and it is now less than for several years past. At auction, 1,254 bags unclayed Manila realised 25s. to 25s. 3d. and 1,600 bags privately 25s. 6d. per cwt.

SAPANWOOD.—Since our last report 9 tons Ceylon have been sold at £11 to £11 2s. 6d. per ton, and 26 tons Manila bought in at £9 to £9 10s.

STICKLAC.—At auction 138 boxes woody Siam were bought in at 42s. 6d., and 536 boxes good sifted were withdrawn.

ARTICLES OF EXPORT.

IRON.—The quotations in London are for Welsh bars, £5 15s. to £6 5s.; nail rods, £7 10s. to £8; hoops, £8 10s. to £9; sheets, single, £9 15s. to £10; Staffordshire bars, £7 10s. to £8; rails, £6 5s. to £6 7s. 6d.

STEEL.—Swedish kegs, £15 to £15 10s.

COPPER.—Sheet and Sheathing, £81 to £86 per ton; yellow metal, 7d. to 7½d. per lb.

TIN.—£91 for block; £92 for common bars. Tin plates, best charcoal I.C., 30s. to 31s.

LEAD, &c.—English pig, W.B., £21 5s.; shot, patent, £23; sheet, £21; spelter, £21 to £21 5s.; zinc, English sheet, £26 to £26 10s.; quicksilver, £6 17s.

The following is from the Circular of Messrs. French and Smith:—With exception of a further improvement in foreign Tin, and an advance of about 5s. per ton in price of Spalter, we have no change to report in the metal market.

EXPORT OF BULLION TO CHINA, &c.

The following return shows the shipments of bullion from Southampton from the 1st January by the P. and O. Company's mailsteamers.

	Gold.	Silver.
Shanghai	—	£66,986
Foo-chow-Foo	—	5,090
Amoy	—	—
Hong Kong	—	30,059
Singapore	—	8,140
Penang	—	—
Yokohama	—	600

FROM MARSEILLES.

(BY THE P. AND O. COMPANY'S STEAMERS.)

	Gold.	Silver.
Singapore	—	—
Penang	—	—
Hong Kong	—	—
Foo-chow-Foo	—	—
Shanghai	—	88,098
Yokohama	400	883

PER FRENCH MAIL STEAMERS.

	Gold.	Silver.
To Singapore	£48,628	£45,018
To Saigon	6,573	5,264
To Batavia	4,000	30,408
To Hong Kong	—	4,183
To Shanghai	—	—
To Yokohama	—	—

GOLD AND SILVER.

Bar Gold (per ounce)	£3 17 9
Spanish Doubloon	3 16 0
United States Gold Coin	3 16 4
Silver in Bars	0 5 04
Mexican Dollars	0 4 114

Shipping Intelligence.

ARRIVALS.

ate.	Ship.	Captain.	From	At
July 12	Macassar	Coulon	Samarang	Deal.
12	Alida	Visser	Sourabaya	Do.
16	Ida Elizabeth	van Dooren	Java	Off Dungeness.
12	E. of Chester	Naucolis	Banjoewangie	Brouwershaven.
13	Sparkler	Wilson	Rangoon	Flushing.
14	Kanagawa	Howland	Samarang	Texel.
17	Coromandel	Smith	Manila	London.
16	Elias	Schuyt	Singapore	Dartmouth.
17	Krimpen van der Leek	Rotgans	Macao	Havana.
July 16	Roslin Castle	—	Singapore	Liverpool.
16	Monteagle	—	Penang	Do.
14	Aletta Augusta	Tinholt	Padang	Texel.
15	Sumatra	Buyer	Banjoewangie	Brouwershaven.
5	Catharina Maria	Nolet	Batavia	Zierikzee.
18	Der Sud	Malchow	Singapore	Deal.
18	British Constitution	Shaw	Colombo	Do.
15	Peter Godelfroy	Meyer	Rangoon	Bremerhaven.
19	Avon	Edmond	Colombo	London.
15	G. v. d. Beck	Walg	Banjoewangie	Brouwershaven.
19	Palatine	Park	Ceylon, &c.	London.
19	Miranda	Good	Akyab	Falmouth.
17	Jacob	Drenth	Tinjajip	Texel.
17	Herenia	—	Singapore	Off the Eddystone.
17	Ternate	Cars	Banjoewangie	Brouwershaven.
17	Bezokkie	Reckers	Do.	Do.
8	W. G. Russell	Jewett	Manila	New York.
20	John Allau	Horne	Basscin	Falmouth.
18	Alarm	Hughes	Rangoon	Off Queenstown.
9	Mindora	Allen	Manila	Boston.
9	Maude	Clarke	Singapore	Do.
22	Buston Vale	Marshall	Akyab	London.
22	Ellen Radford	Evans	Singapore	Deal.
17	Maasius	Kuchler	Sourabaya	Texel.
22	Three Bells	Simpson	Rangoon	Falmouth.
22	Grossvater	Courad	Java	Off Falmouth.
19	Emma	Haeleop	Rangoon	Bremen.
19	Surat	Dunlop	Java	Off the Land's End
23	Empress	Stranach	Colombo	Deal.
23	Cosmao	Frete	Singapore	Lorient.
20	Aho	Soderholm	Basscin	Bremen.
—	Belpore	—	Singapore	Queenstown.

DEPARTURES.

Date.	Ship.	Captain.	For	From
July 13	Kosmopoliet	Proot	Batavia	Rotterdam.
13	Devonshire	Dwikee	Shanghai	Liverpool.
13	Blanche	Barnburg	Singapore	Sunderland.
17	Osaca (s.s.)	Maddison	Japan	London.
—	Cornelia Hendrika	—	Batavia	Holland.
13	Jane Blyth	Morton	Singapore	Glasgow.
11	Argo	Rosenberg	Galle	Lisbon.*
15	Shallett	Willis	Do.	Shields.
19	Madagascar	Henry	Cardiff & Singapore	London.
7	Neptunus	Lodewyks	Singapore	Shields.
13	Navigator	Bockelmann	Batavia	Lisbon.*
13	Abbot Lawrence	Davis	Hong Kong	Cardiff.
18	Maria Adriana	Itz	Batavia	Sunderland.
16	Sultan	Howard	Hong Kong	Shields.
16	Waterloo	—	Batavia	Amsterdam.
18	Galatea	Hatfield	Hong Kong	Shields.
18	Leopold Graaff v. Limburg Strum	Keuker	Singapore	Do.
30	Palma	Schuehagen	Hong Kong	Cardiff.
21	Eldorado	Haskell	Singapore	Do.
20	Kingfisher	Gibbons	Hong Kong	Liverpool.
24	George Shotton	Bailey	Cardiff and Shanghai	London.
20	Sea Star	Waley	Singapore	Cardiff.
23	Thetis	Deltriman	Do.	Do.
23	Maria Diederica	—	Do.	Penarth.
—	Hansa	Wicke	Amoor River, &c.	Liverpool.

* After repairing.

(See Commercial Postscript.)

LOADING.

At LONDON.—For Yokohama, St. Dunstan. For Yokohama and Nagasaki: Eastern Queen, Pampero. For Shanghai: Beemah, Peterborough, Durham, Shakspeare, Sir Jamsetjee Family. For Hong Kong: Sophie. For Hong Kong and Canton: Charlotte, The Tweed, Chas. See. For Manila: Aureliana. For Singapore and Penang: Queen of Ceylon. For Singapore: Arab Steed. For Batavia and Sourabaya: Neckar. For Penang: Helen's Bank, Chaturanga. For Colombo: Seafield, Thames, Hesperia, Sea King, Palestine, Avon. For Galle and Cochin: Ann Lucy.

At LIVERPOOL.—For Yokohama or Hong Kong: Golden Dream. For Shanghai: Maria, Royal Diadem, Lorton, Leon Crespo. For Singapore: Bogota, Indian Empire, Heather Bell, Triton. For Manila: Adolfo, Olano, Feliz, Tres de Mayo. For Batavia and Singapore: Lancaster. For Ceylon: Peter Symons. For Siam: Kalahome, s.

At GLASGOW.—For Hong Kong: Suomi. For Manila: Rosa del Tunia. For Batavia and Sourabaya: Bristow, County of Buta. For Colombo: Christian Rankine.

At GREENOCK.—For Hong Kong: Glenlee.

SPOKEN.

ESKDALE, Colombo to London, June 12, 8 N., 24 W.
 FLORENCE NIGHTINGALE, London to Singapore, July 12, 46 N., 9 W.
 MARY EDEY, Colombo to Gibraltar, May 11, 34 S., 28 E.
 LOCHLEVEN CASTLE, Glasgow to Singapore, May 25, 33 S., 31 W.
 ZEENYMPH, Amsterdam to Batavia, June 11, 4 N., 24 W.
 MARY WHITRIDGE, New York to Shanghai, May 8, 7 N., 109 E.
 PASARANG, Amsterdam to Batavia, 49 N., 8 W.
 SIRIUS, Batavia to Amsterdam, June 26, 31 N., 38 W.
 EMILIE, Batavia to Rotterdam, April 27, 35 S., 26 E.
 SULTANA, Batavia to Rotterdam, May 5, 35 S., 22 E.
 DARING, Shanghai to New York, May 20, 28 S., 11 E.
 COLORADO, for Hong Kong, June 2, 8 N., 30 W.
 EUGENIE (s.s.), com. code YJCL, London to Japan, June 12, 6 N., 23 W.
 IDA GERTRUIDA, Java to Amsterdam, July 12, 40 N., 28 W.
 JABON, Rotterdam to Batavia, May 24, 17 N., 26 W.
 FIBRE (Dut. barq.), Batavia to —, May 6, 25 S., 59 E.
 LORISSA (Dut. barq.), Bremerhaven to Sourabaya.
 WILLY (Brem. ship), Singapore to London, May 31, lat. 34, lon. 25.
 JAB. PATON, Penang to London, May 7, 30 S., 46 E.
 SILESIA, Manila to London, May 31, 28 S., 42 E.
 LOUIS, T., Ceylon to Marseilles, May 21, 25 S., 48 E.

FREIGHTS AND CHARTERS.

In rates of freight to the Eastern ports we have no change to note; previous quotations are maintained.

Current rates of freight for vessels on the berth:—To Yokohama: 20s. to 30s. weight, 50s. meas. To Nagasaki: 50s. weight or meas. To Shanghai: 40s. weight, 45s. meas. To Amoy: 45s. weight or meas. To Foo-chow: 40s. weight or meas. To Hong Kong: 35s. weight, 40s. meas. To Singapore: 30s. weight or meas. To Penang: 40s. weight or meas. To Manila: 40s. weight, 85s. meas. To Ceylon: 25s. to 30s. weight, 35s. meas.

The current quotations for coal, &c., are as follows:—From Wear or Tyne per keel.—For Hong Kong: £46. For Singapore: £40. For Shanghai: £56. For Saigon: £50. For Yokohama: £50. For Batavia: £27. From Newport, Cardiff, or Swansea, per ton.—For Hong Kong: £2 2s. For Singapore: £1 18s. For Shanghai: £2 12s. 6d. For Saigon: £2 8s. For Yokohama: £2 10s.

The Admiralty have invited tenders for the conveyance, from Kingstown to Colombo, of about 37 officers, 10 ladies, 14 children, and 1,058 rank and file, including women and children; also of 6 tons weight cement, and 6 tons meas., hose pipe and stationery, from the Thames to Hong Kong.

CASUALTIES.

The St. Gravenhage (Dutch ship), Black, from Rotterdam to Batavia, put in at Rio de Janeiro, June 13, leaky. A partial discharge of her cargo had been recommended.

A telegram from Galle, dated July 17, reports that the Tai-wan, from Foochow to London, with tea, was totally lost in the river Min, June 20.

The Diana, Teengs, from Batavia to Rotterdam, which put into Mauritius June 8, leaky, has, according to advices since received, begun discharging there.

According to advices from St. Helena, dated June 27, the Amersham, Barton, from Penang to London, which put in there May 4, leaky, and was then recommended to be sold, had effected temporary repairs, and would soon be ready for sea, as, on further survey, she had been declared fit to go home in ballast. A quantity of her cargo had been sold, damaged, a portion shipped by the Mutlah, and the Alert had been chartered to convey another portion.

The Kennington, Howard, from Batavia, to Amsterdam, which put in at St. Helena, May 6, leaky, had reshipped part of her cargo, and the Quiver (schooner) had been chartered to convey a portion; both vessels were, on June 27, ready for sea. A quantity of the Kennington's cargo had been sold, together with the damaged portion, to defray expenses.

The Mathilde, Decker, from Penang, to London, put in at St. Helena, June 23, leaky, and with damage, having experienced heavy weather off the Cape of Good Hope; surveyors reported her waterway seams, and a portion of the maindeck seams, stanchions, and the combings of her hatches very slack, and recommended that she should partly discharge for further examination.

MISCELLANEOUS.

At ASCENSION.—June 10, Triton, from Batavia, and sailed for Rotterdam; 11, Niemen, from Macao, and sailed 14 for Havana.

Off ASCENSION.—June 1, Constitution, from Colombo.

At St. HELENA.—June 11, Rifleman, Parsons, from Nagasaki, and sailed for London; Cornelia Wernhard, Eduard Swart, from Batavia, and sailed 12, for Rotterdam; 12, Encarnacion, Godique, from Macao, and sailed for Havana; 13, Cinque Hermanos, Hornmacker, from Manila, and sailed for Queenstown; Alaveza, Doberan, from Macao, and sailed 14, for Havana; Southern Belle, Benson, from Ceylon, &c., and sailed for London; 14, Ines, Duverdier, from Saigon, and sailed 15, for Belle Isle; Sirius v. Rees, from Batavia, and sailed 15, for Amsterdam; John Cobbold, Storton, from Singapore, and sailed 17, for London; 15, Koning Willem II., Besseling, from Batavia, and sailed for Amsterdam; Eva Johanna, Hardyk, from Batavia, and sailed for Rotterdam; 17, Mentor, Batenuth, from Padang, and sailed for Amsterdam; Palais Gallien, Robert, from Saigon, and sailed for Belle Isle; Roska, Bertelsen, from Nagasaki, and sailed 18 for London; 26, Helena, Hedger, from Manila, and sailed for New York; 27, Medea, v. Teutem, from Batavia, and sailed for Amsterdam; 28, Espana, Yspizua, from Manila, per Queenstown; Mary and Hillegonda, Walters, from Batavia, for Rotterdam.

Off CAPE OF GOOD HOPE.—June 3, John Bellamy, from Shanghai; Piciola, from Hong Kong, for Hamburg.

At TABLE BAY.—May 31, Thos. Mitchell, Shuell, sailed for Ceylon.

At SIMON'S BAY.—May 31, Ephrem, Bouchard, from Macao, and sailed June 8 for Havana; June 8, Aroostook, Beardsley, sailed for China.

At RIO JANEIRO.—June 17, Gica, Santos, from Havana, for Macao, short of provisions.

At MAURITIUS.—May 17, Ocean Belle, Jarvis, sailed for Colombo; 22, Jane, Sauvage, sailed for Colombo; 25, Sir George Pollock, Ginder, sailed for Colombo; 27, Costa Rica (s.s.), Fierber, left for Singapore.

PORT OF AMOY. CHINA.

SHIPOWNERS, AGENTS, and COMMANDERS are informed that the Dock Company's Establishments at the above Port afford facility for **REPAIRING and REFITTING STEAM and SAILING VESSELS.**

Their large Granite Dock, 286 feet on the blocks, 307 feet over all, is in complete working order, and at average spring tides can take vessels drawing 16 to 17 feet. It is fitted with Caisson Gate and with a powerful centrifugal Steam Pump, ensuring despatch in all states of the tide.

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A stock kept on hand of Timber, Spars, Copper and Metal Sheathing, Paints for Iron Vessels, and other material required for Dockyard use.

The premises comprise Carpenters' Shops, Mast Sheds, Blacksmiths' Shops, superintended by experienced European Foremen; also an Engineer's Workshop, supplied with Lathes and other tools worked by Steam, in charge of a Resident European Engineer. Dry Godowns for the reception of stores of vessels requiring to discharge them.

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Another Dry Dock of larger dimensions, adjoining the above, will shortly be completed, and available for the heaviest Steamers.

There is on the same premises extensive Wharf, with substantial Warehouse and other accommodation, comprising every convenience for coaling Steamers, discharging and storing Goods, together with ample Machinery and appliances for repairing Iron Steamers, &c.

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New Harbour, Singapore, June, 1867.

THE AGRA BANK (LIMITED).

ESTABLISHED IN 1858.—CAPITAL, £1,000,000.

HEAD OFFICE—Nicholas-lane, Lombard-street, London BANKERS.

Messrs. Glyn, Mills, Currie, and Co., and Bank of England.

BRANCHES in Edinburgh, Calcutta, Bombay, Madras, Kurrachee, Agra, Lahore, Shanghai, Hong Kong.

CURRENT ACCOUNTS are kept at the Head Office on the terms customary with London bankers, and interest allowed when the credit balance does not fall below £100.

DEPOSITS received for fixed periods on the following terms, viz.:

At 5 per cent. per annum, subject to 12 months' notice of withdrawal.

At 4 per cent. per annum, subject to 6 months' notice of withdrawal.

At 3 per cent. per annum, subject to 3 months' notice of withdrawal.

EXCEPTIONAL RATES for longer periods than twelve months, particulars of which may be obtained on application.

BILLS issued at the current exchange of the day on any of the Branches of the Bank free of extra charge; and approved bills purchased or sent for collection.

SALES and PURCHASES effected in British and foreign securities, in East India stock and loans, and the safe custody of the same undertaken.

Interest drawn, and army, navy, and civil pay and pensions realised.

Every other description of banking business and money agency, British and Indian, transacted.

M. BALFOUR, Manager.

COMPTOIR D'ESCOMPTE DE PARIS

Incorporated by National Decrees of 7th and 8th of March, 1848, and by Imperial Decrees of 20th July, 1854 and 31st of December, 1866.

Recognised by the International Convention of 30th April, 1862.

	Francs.	£
Subscribed Capital	80,000,000	£3,200,000
Capital paid up	50,000,000	£2,000,000
To be paid up Sept. 15, 1867	10,000,000	£400,000
Do. Mar. 15, 1868	10,000,000	£400,000
Do. Sept. 15, 1868	10,000,000	£400,000
Reserved Fund	20,000,000	£800,000

HEAD OFFICE.—14, Rue Bergere, Paris.

AGENCIES AT—London, Calcutta, Bombay, Shanghai, Hong Kong, Saigon, (Cochin-China), Bourbon (Reunion) LONDON BANKERS.—The Union Bank of London.

LONDON AGENCY.—13, Leadenhall-street, E.C.

MANAGER.—G. Pietsch.

SUB-MANAGER.—Theod. Dromel.

The London Agency grants Drafts and Letters of Credit, and purchases or collects Bills payable at the above-named places.

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The Bank of England; the City Bank.

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Kurrachee,	Singapore,	Shanghai,
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The Corporation buy and sell, and receive for collection bills of exchange, payable at the above named places, issue letters of credit, undertake the purchase and sale of Indian Government and other securities, hold them for safe custody, and receive interest or dividends as they become due.

Deposits of money are received for not less than 12 months, bearing interest at five per cent. per annum, and for longer periods at a higher rate.

ORIENTAL BANK CORPORATION.

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RESERVED FUND, £444,000.

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DEPUTY-CHAIRMAN—WILLIAM SCOTT BINNY, Esq.
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Duncan James Kay, Esq. Lestock Robert Reid, Esq.
John Binny Key, Esq. James Walker, Esq.

CHIEF MANAGER—Charles J. F. Stuart, Esq.

BANKERS.

The Bank of England.
The Union Bank of London.

The Corporation grant Drafts and negotiate or collect Bills payable at Bombay, Calcutta, Madras, Pondicherry, Ceylon, Hong Kong, Shanghai, Yokohama, Singapore, Mauritius, Melbourne, and Sydney, on terms which may be ascertained at their office. They also issue Circular Notes for the use of Travellers by the Overland Route.

They undertake the agency of parties connected with India, the purchase and sale of Indian Securities, the safe custody of Indian Government Paper, the Receipt of Interest, Dividends, Pay, Pensions, &c., and the effecting of remittances between the above-named dependencies.

They also receive deposits of £100 and upwards, repayable at 10 days' notice and also for longer periods, the terms for which may be ascertained on application at their office. Office hours, Ten to Three; Saturdays Ten to Two. Threadneedle-street, London, 1867.

HONG KONG and SHANGHAI BANKING CORPORATION.

Capital, 5,000,000 dols. Paid up, 3,000,000 dols.

COURT OF DIRECTORS and HEAD OFFICE in Hong Kong.

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BRANCHES AND AGENCIES.

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Shanghai	Japan (Yokohama)	Bombay
Foochow	Manila	Calcutta
Ningpo.		

The Bank grants DRAFTS upon and negotiates or collects BILLS at any of its Agencies or Branches; also receives DEPOSITS for fixed periods, at rates varying with the period of deposit.

In addition to fixed rates of interest, the Bank has adopted the principle of setting aside a certain portion of its yearly profits to be given as a Bonus on Funds lodged with the Bank. Depositors will participate equally in respect of such Bonus, whether shareholders or not.

PIGNATEL & CO.,

STOREKEEPERS,

GENERAL MERCHANTS

AND

COMMISSION AGENTS

NAGASAKI

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The last issue (No. 58) contains, among other matters,—

DE LA LITTÉRATURE ARABE ENNE; par Munk de l'Institut (since deceased).

LES GRANDES ÉPOQUES DE L'INDE DANS LEUR RAPPORT AVEC LA CIVILISATION; par Léon de Rosny.

DEUX MOIS CHEZ LESSAUVAGES AINOIS (Japon) ORAISON FUNÉBRE, TRADUITE DU COCHIN-CHINOIS; par Truong-vinh-ky.

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THE CITY BANK, LONDON. **At a GENERAL MEETING of the SHAREHOLDERS,** **held at the London Tavern, on TUESDAY, 16th July, 1867.**

DIRECTORS.
JOHN JONES, Esq., Chairman.
 John Campbell, Esq. William Macnaughtan, Esq.
 Henry Vigners Esq. Jonathan Thorp, Esq.
 John Hackblock, Esq. James E. Vanner, Esq.
 Andrew Lawrie, Esq. Augustus J. White, Esq.
 Robert Lloyd, Esq. George Young, Esq.
 William McArthur, Esq.

MANAGERS.
 John Woolmore Duncan, Esq.
 Alfred George Kennedy, Esq.
BRANCH OFFICES.
 No. 34, Old Bond-street.—E. G. Mullins, Esq.
 Nos. 159 and 160, Tottenham-court-road.—Alfred
 Gliddon, Esq.
 No. 25, Ludgate-hill.—John W. Duncan, Jun., Esq.

The "Register of Shareholders" and "Register of Transfers" having been authenticated by impressing thereupon the Corporate Seal of the Bank, the following Report was read by the Secretary, viz.:—
 The annexed statements of Liabilities and Assets and Profit and Loss show that after payment of Interest on Current and Deposit Accounts the Gross Profits of the six months ending 30th June last amount to £48,789 18s. 11d.

The Directors, therefore, after providing for the current expenses and rebate of Interest on Bills discounted but not yet due, declare the usual Dividend of 6 per cent. per annum, and a Bonus of 4s. per share, together equal to 10 per cent. per annum, free of Income-tax; add £1,644 1s. to the Reserve Fund, making the amount at the credit of that Account £290,000, and carry forward £699 14s. 5d. to the new Profit and Loss Account.

It will be remarked that the Acceptances of the Bank are now stated separately. These Acceptances are amply secured, and constitute a sound and profitable portion of the Bank's business.

The Directors who retire upon this occasion are—Mr. John Hackblock, Mr. Andrew Lawrie, Mr. Robert Lloyd, who, being eligible, offer themselves for re-election. The Auditors, Mr. Owen Lewis and Mr. John Curry, also again tender their services for the ensuing year.

The Dividend and Bonus will be payable, upon application at the Bank, on and after the 23rd instant. The Dividend was then declared, for the Half-Year ending the 30th June last, at and after the rate of 26 per cent. per annum on the paid-up capital, and a Bonus of 4s. per Share, both free of Income Tax.

It was Resolved unanimously, that the Report now read be received and adopted. The following Directors, having retired by rotation, were unanimously re-elected, viz.:—Mr. John Hackblock, Mr. Andrew Lawrie, Mr. Robert Lloyd, Mr. Owen Lewis and Mr. John Curry were re-elected Auditors of the Bank.

Resolved unanimously:—That the best thanks of the Meeting be given to the Chairman and Directors for their able and efficient services to the Bank. That the thanks of the Shareholders be awarded to the Managers, the Secretary, and the other Officers of the Bank. That a vote of thanks be passed to the Auditors for their services in auditing the Accounts.

(Signed) **JOHN JONES, Chairman.**
 Extracted from the Minutes,
C. J. WORTH, Secretary.

THE CITY BANK, LONDON.

LIABILITIES AND ASSETS, on the 30th JUNE, 1867.

Dr.		
To Capital paid-up, viz., £10 per share on 50,000 Shares ...	£500,000	0 0
To Amount of Reserved Fund ...	78,355	19 0
To Amount due by the Bank on Current and Deposit Accounts, Letters of Credit, &c. ...	22,385,068	7 6
To acceptances against Cash in hand, Bankers' Bills, and approved Securities ...	1,777,528	10 4,062,597 6 3
To Profit and Loss, for the Balance of that Account, after providing for Bad and Doubtful Debts ...	48,789	18 11
Ca.	£4,689,743	4 2

By Exchequer Bills, East India Debentures, and Government Securities ...	£818,147	15 4
By Cash in hand, at Bank of England, and at Call ...	502,967	3 2
By other Securities, including Bills discounted and Loans ...	3,819,136	1 9
By Bank Premises in Threadneedle-street, Old Bond-street, Tottenham-court-road, and Ludgate-hill, Furniture, Fixtures, &c. ...	49,493	3 11
	44,689,743	4 2

PROFIT and Loss Account for the ending 30th JUNE, 1867.

Dr.		
To Current Expenses, including Salaries, Rent, Stationery, Directors' remuneration, Proportion of Building Expenses, Income-tax, &c. ...	£17,209	17 1
To Amount carried to Profit and Loss New Account, being Rebate on Bills discounted, not yet due ...	4,336	6 5
To Amount transferred to Reserve Fund, in addition to £78,355 19s. already at the Credit of that Account ...	1,644	1 0
To Dividend Account for the payment of a Dividend at the rate of 26 per cent. per annum upon £500,000, amount of paid-up Capital upon 50,000 Shares ...	15,000	0 0
To Bonus of 4s. per Share on 50,000 Shares ...	10,000	0 0

To undivided Profit transferred to Profit and Loss New Account ...	699	14 5
Ca.	£48,789	18 11
By Balance brought down, after providing for bad and doubtful debts ...	£48,789	18 11

We have examined and approved the above Accounts
OWEN LEWIS, } Auditors.
JOHN CURRY, }

THE CITY BANK, LONDON.

Incorporated by Royal Charter, A.D. 1855.

HEAD-OFFICE.
THREADNEEDLE-STREET (Corner of FINCH-LANE).

BRANCH OFFICES.
 No. 34, OLD BOND-STREET.
 Nos. 159 and 160, TOTTENHAM-COURT-ROAD.
 No. 25, LUDGATE-HILL.

Subscribed Capital (£50,000 Shares of £20 each) ...	£1,000,000	0 0
Paid-up Capital ...	500,000	0 0
Reserved Fund ...	80,000	0 0

CURRENT ACCOUNTS are made up to the 30th of June and the 31st December, in each year; and if the Credit Balance shall not, at any time during the half-year, have been below £500, Interest at the rate of 2 per cent. per annum is allowed on the minimum Monthly Balances. If not below £200, Interest at the rate of 1 per cent. per annum is allowed on the minimum Monthly Balances; but if under £200, no Interest is allowed. Parties keeping Current Accounts have the privilege of drawing Cheques, of having approved Bills discounted, of obtaining Loans upon negotiable Securities, of depositing Bills, Coupons, &c., for collection, and of lodging with the Bank, Deeds and other valuable property in the Fire-proof Strong Rooms for safe custody.

DEPOSIT ACCOUNTS.—Money, in amounts of £10 and upwards, is received from the public generally, subject to seven days' notice of withdrawal, and Interest is allowed thereon at the current rate of the day; the Bank notifying any change in the Rate of Interest by Advertisement in one or more of the leading London Newspapers. If the money be withdrawn within a fortnight, no interest is allowed. Persons having Current Accounts can transfer any portion of their Credit Balance to Deposit Account.

THE AGENCY OF COUNTRY and FOREIGN BANKS, whether Joint-Stock or Private, is undertaken by the Bank.

LETTEES OF CREDIT, payable at any of the Chief Commercial Towns and Cities of the World, are granted. Marginal Credits are also granted by the Bank.

CIRCULAR NOTES are issued by the Bank, addressed to all, and payable at any of the places on the Continent where the Bank has an Agent.

DIVIDENDS, &c., on Government and other Stocks, Annuities, Pensions, &c., are received for customers of the Bank without charge; the purchase and sale of Stocks, Shares, and Securities are also undertaken; and every description of Banking business is transacted. The Officers and Clerks of the Bank are pledged not to disclose the transactions of any of its customers.

C. J. WORTH, Secretary.
 London, July 16th, 1867.

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Do. ... superior ...	18s. to 30s.
Per Hhd. of 48 Galls. (equal to 23 dozen) ...	£10. 10s. 0d.
St. Julien, Bataille, Beycheville do. ...	36s., 42s., 48s.
La Rose, Leoville, Mouton, vintage 1863 ...	54s., 66s., 72s.
Laite, Latour, Margaux, vintage 1858 ...	108s.
Claret in pints ...	8s., 11s., 16s., 19s., 23s., 25s.

BURGUNDY.

Macon and Beauplais, Beaune ...	24s. to 30s.
Pomard, Volnay, and Corton ...	38s., 50s., 72s.
Very superior Romanée and Chambertin ...	108s.
SAUTERNE, Chablis and Meursault ...	36s. to 42s.

HOGE.

Light pure and Nierstein ...	24s., 36s.
Deidesheim, Hockheim, & Marobrunner ...	48s., 54s., 72s.

MOSELLE.

Light pure and Zeltinger ...	24s., 36s.
Rare Muscadine ...	60s.
Sparkling Hock and Moselle ...	46s., 70s.
Do. ... in pints ...	36s., 36s.

CHAMPAGNE.

White sparkling ...	42s.
Moët's and Dagonet's first quality, expressly for India ...	68s.
Gisler's full and dry, expressly for India ...	70s.
Cicquot's and Roederer's do. ...	78s.
The above in pints, 4s. extra per 2 doz. pints.	

SHERRY.

Pale and dry, recommended ...	32s.
Superior pale and golden ...	38s., 42s., 48s.
Mansville, very dry wine ...	42s.
Amontillado and Vino de Pasto ...	54s. to 60s.
Pure Montilla, dry and very fine ...	54s. to 96s.

PORT.

Old ...	42s.
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Dry and rich, and Vidonia ...	32s.
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Old Reserve ...	72s.
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Very old Brandy ...	42s. to 60s.

GIN.

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Vice-Chancellor Sir W. Page Wood stated publicly in Court that Dr. J. Collis Browne was undoubtedly the Inventor of Chlorodyne; that the whole story of the defendant Freeman was deliberately untrue, and he regretted to say it had been sworn to.—See *The Times*, July 12, 1864.

DR. J. COLLIS BROWNE'S CHLORODYNE.

The Right Hon. Earl Russell communicated to the College of Physicians and J. T. Davenport that he had received information to the effect that the only remedy of any service in Cholera was Chlorodyne.—See *Lancet*, Dec. 31, 1864.

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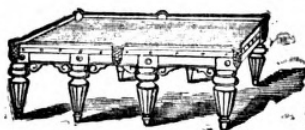
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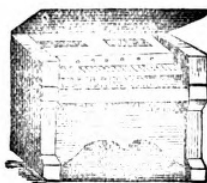
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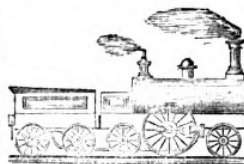
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NOTICE to SHIPPERS and PASSENGERS by the OVERLAND ROUTE.

The CHINA STEAM and LABUAN COAL COMPANY (Limited), in pursuance of an agreement entered into with the Government of Manila, have arranged to despatch the steamships "MONA" and "JAPAN," or other of their first-class steamers, with the mails and passengers monthly between Singapore and Manila, and Manila and Singapore, in correspondence with the Messageries Impériales Overland Route.

By a special permit all goods by these steamers from the 1st August, 1866, will be admitted into Manila at the reduced duty of 10% per cent.

The Company's agents at Singapore will take charge of goods for transhipment. For further particulars apply at the Offices of the Company, Ethelburga-house, 70 and 71, Bishopsgate-street, London, E.C.

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For further particulars apply at the Company's Offices, 132, Leadenhall-street, London, E.C., or Oriental-place, Southampton.

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The 9th of every Month for—

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For passage, freight, and information apply to B.W. and H. HORN, 4, Moorgate-street, London; G.H. FLETCHER and Co., Liverpool; at the offices of the Services Maritimes des Messageries Impériales in Paris, Lyons, Bordeaux, and Marseilles; or to SMITH and Co., Rotterdam.

* Passengers eastward of Suez securing their berths in London are entitled to the conveyance of their luggage free to Marseilles.

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For further particulars apply to the Company's offices at FLORENCE, via Montebello, 42; PARIS, Rue de l'Université, 108; LONDON, Messrs. PALMER, 44, Eastcheap, E.C.

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* Name changed from "Celestial Empire."



NEW OCEAN MAIL ROUTE to CHINA and JAPAN, via the Isthmus of Panama and San Francisco. THE WEST INDIA AND PACIFIC STEAMSHIP COMPANY (Limited) have made special arrangements with the Panama Railway Company and the Pacific Mail Steamship Company for the conveyance of Passengers, Specie, and Cargo between EUROPE, YOKOHAMA, NAGASAKI, SHANGHAI, and HONG KONG.

The next departure will be From LIVERPOOL on the 20th August, intending to connect, at San Francisco, with the steamer leaving on the 14th October for Japan and China. The branch steamer to Shanghai calls at Nagasaki on both trips. It is expected that the communication will be monthly after these dates.

The Pacific Mail Company's steamers on the China station are large paddle-wheel vessels, of upwards of 3,000 tons register. The greatest attention has been given to insure the comfort and convenience of passengers by the vessels of all the connecting companies on this route.

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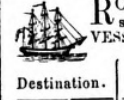
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Hong Kong	Sophie	A1 14 yr.	W.I.D.	Aug. 5.
Hong Kong & Whampoa	Chaa-see	A1 13 yr.	W.I.D.	With des.
Singapore	Arab Steed	A1 10 yr.	W.I.D.	Aug. 3.

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Ditto	La loe (new clipper)	A1 14 yr.	E.I.D.	To fol.
Kanagawa (Yokohama) and Nagasaki	Pampero	A1 9 yr.	E.I.D.	With des.
Penang	Helen's Bank	A1 10 yr.	St.K.D.	With des.

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Colombo	Seafield	616	A1 10 yrs.	W.I.D.	To fol.
Pt. de Galle & Cochin	Ann Lucey	270	A1 11 yrs.	L.D.	July 30
Bombay	Bevington	889	A1	L.D.	July 27

No. 22, Great St. Helen's, E.C.



To sail on July 31.

FOR SHANGHAI, the splendid new clipper-ship DURHAM, A1, 998 tons register; CUTHBERT VAUX, Commander; lying in the East India Docks. Has superior accommodation for passengers. For Freight or Passage, apply to SHAW, LOWTHER, and MAXTON, 2, Royal Exchange-buildings, London, E.C.

Regular line of Packet Ship.

To sail on August 13.



FOR HONG KONG and WHAM-POA, the well-known clipper THE TWEED, A1 15 years (owned by John Willis, Esq.), 1,745 tons register; WILLIAM STUART, Commander; lying in the East India Docks.

This magnificent ship offers a favourable opportunity to shippers of fine goods at this particular season, as she may confidently be expected to make the passage under 100 days, having proved herself to be one of the fastest ships afloat.

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First voyage—London to Ceylon, 77 days; Singapore to London, 84 days. Second voyage—London to Bombay, 89 days; Malabar Coast to London, 81 days. Third voyage—London to Bombay, 75 days; Kurrachee to London, 86 days.

Regular line of Packet Ship.

To follow the "Tweed."



FOR HONG KONG and WHAM-POA, the nearly new clipper-ship ALBERT VICTOR, A1 13 years, 858 tons register, newly metalled; DAVID MUIR, Commander; lying in the East India Docks.

This fine ship, built by Messrs. Steele, of Greenock, offers a favourable opportunity for shippers of fine goods at this season.

For Freight or Passage apply to SHAW, LOWTHER, and MAXTON, 2, Royal Exchange-buildings, London, E.C.

To sail July 30.



DIRECT for POINT DE GALLE and COCHIN, the beautiful clipper-ship ANN LUCY, A1 11 years, 270 tons register; WILLIAM NOBLE, Commander; lying in the London Docks.

This fine vessel offers; first-rate opportunity to Shippers of Fine Goods, and has very good accommodation for first and second class passengers.

For Freight or Passage, apply to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C.; or to LIVINGSTON, HOLDING, and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C.

To sail 28th July.



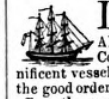
DIRECT FOR COLOMBO, the beautiful British-built clipper ship, SEA KING, A1 13 years, 404 tons register, S.C. CLARKE, Commander; London Docks.

This magnificent vessel, built in 1866, from her high-class and fast-sailing qualities, offers the best opportunity to shippers of fine goods.

For Freight or Passage, apply to LIVINGSTON, HOLDING, and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C.; or to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C.

To follow the "Sea King."

Will meet with the usual despatch.



DIRECT FOR COLOMBO, the splendid Dundee clipper SEAFIELD, A1 10 years, 616 tons register; J. TOUGH, Commander; West India Docks.

This magnificent vessel has just returned from Colombo, and from the good order in which she invariably delivers her cargoes offers the most favourable opportunity to shippers desirous of despatch.

For Freight or Passage, apply to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C.; or to LIVINGSTON, HOLDING, and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C.

To sail August 10.

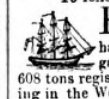


COLOMBO DIRECT, the splendid clipper THAMES, A1 13 years, 444 tons register; O. J. H. ARNOLD, Commander; to load in the West India Docks.

Has magnificent accommodation for passengers.

For Passage apply to W. H. TINDALL, 5, Tokenhouse-yard; and for Freight or Passage to F. TALLACK, No. 23, Birch-lane, E.C.

To follow the "Thames," sailing August 25.

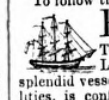


FOR COLOMBO, CEYLON, DIRECT, will have the usual despatch, having the greater portion of her cargo engaged, the clipper-ship PALENTINE, A1, 608 tons register; THOMAS PARK, Commander; loading in the West India Docks.

This magnificent vessel has a full poop, with convenience of the first order for the comfort and convenience of passengers.

For Freight or Passage apply to F. TALLACK, 23 Birch-lane, Cornhill.

To follow the "Jessie Gilbert," and will sail July 28.



FOR BOMBAY direct, the fine British-built iron clipper ship BEBINGTON, A1, 889 tons register, THOMAS WARLAND, Commander, East India Docks.

This splendid vessel, from her high-class and fast-sailing qualities, is confidently recommended to shippers of fine goods.

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Printed for the Proprietors by RICHARD KINDER Milford-lane, Strand, W.C., and published by JOHN ELLISON, at the Office of the "LONDON AND CHINA TELEGRAPH," 2, Cowper's-court, Cornhill, in the parish of St. Michael's, in the City of London, — Saturday, July 27, 1867.